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MODEL RAILWAY

Magazine



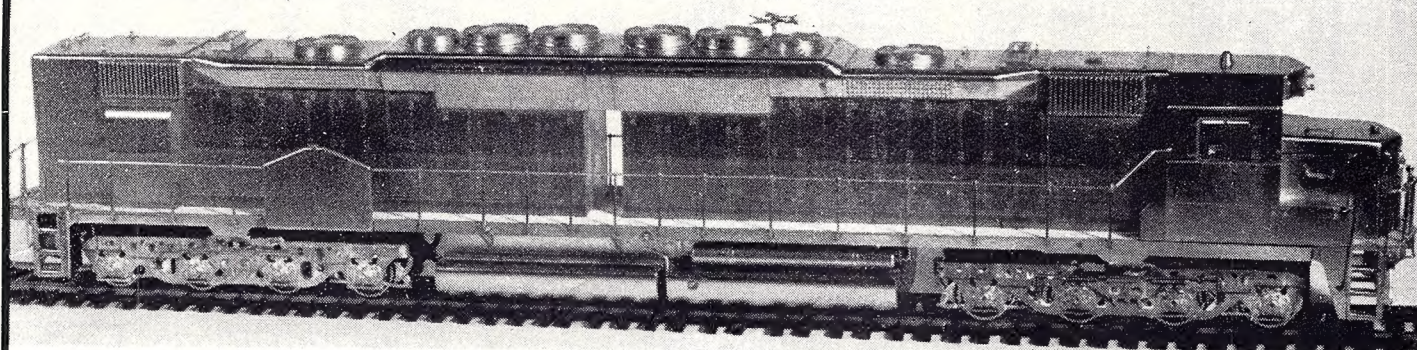
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* Recommended retail price only.

NEW HEAVY MOTIVE POWER . . .

— FROM THE SHOPS OF

ALCO MODELS

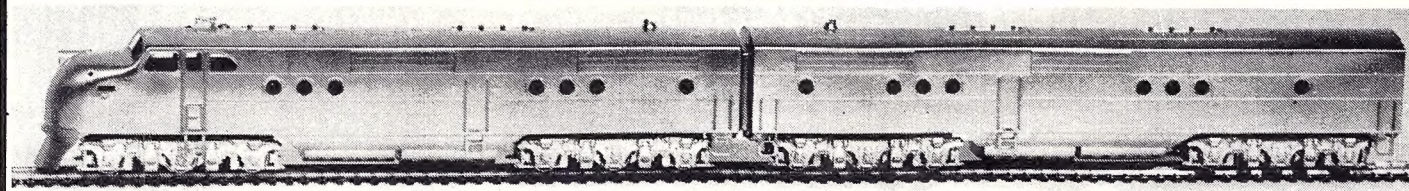


HERE AT LAST! . . . THE MASSIVE UNION PACIFIC DD-35 'A' and 'B' UNITS, IN HO SCALE. BOTH UNITS POWERED AND DRIVEN ON ALL AXLES THROUGH ENCLOSED AXLE HUNG GEARBOXES.
PRICES: 'A' UNIT, \$441.75; 'B' UNIT, \$394.75.

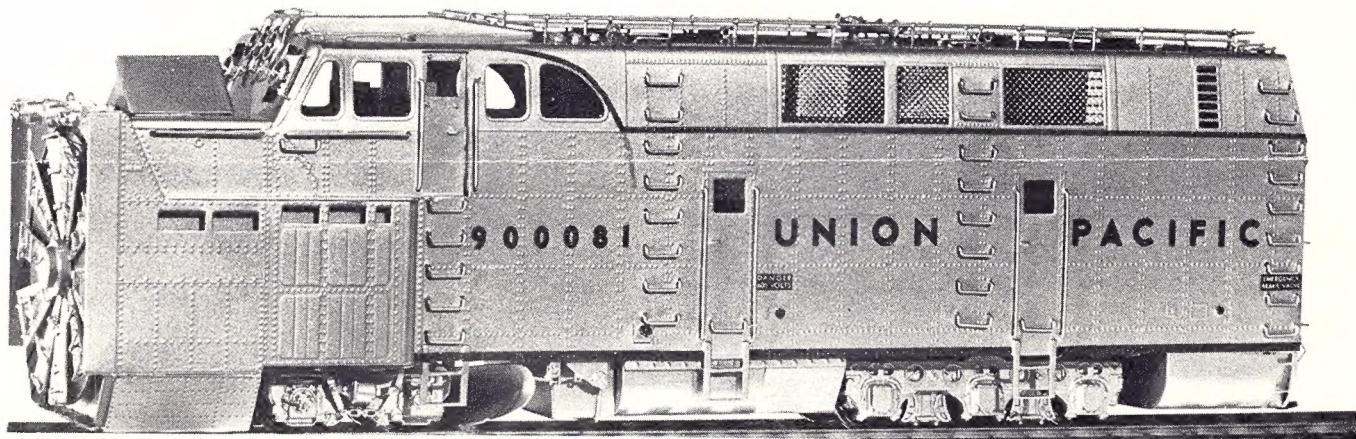


GP-30 DIESELS — — COMING NEXT —

WITH ALL THE SAME PEERLESS FEATURES OF CONSTRUCTION FROM KMT, OF JAPAN, AS THE DD-35's . . .
Standard Version: \$312.50
Pennsy. Version: \$340.95
High Hood Version: \$312.50
Powered 'B' Unit,
U.P. Version: \$312.50
(View shows prototype in 3-unit lashup.)



INITIALLY RUN IN THE FIRST HALF OF 1980 AND A QUICK SELL OUT . . . HO EMC 'E-2' A&B DIESEL UNITS, BY ORIENTAL LIMITED. THESE CLASSIC BEAUTIES WON FAME PULLING THE CLASSY UP/CNW 'City of Los Angeles' AND UP/SP/CNW 'City of San Francisco'. BOTH UNITS COME POWERED.
PRICE: \$560.15.

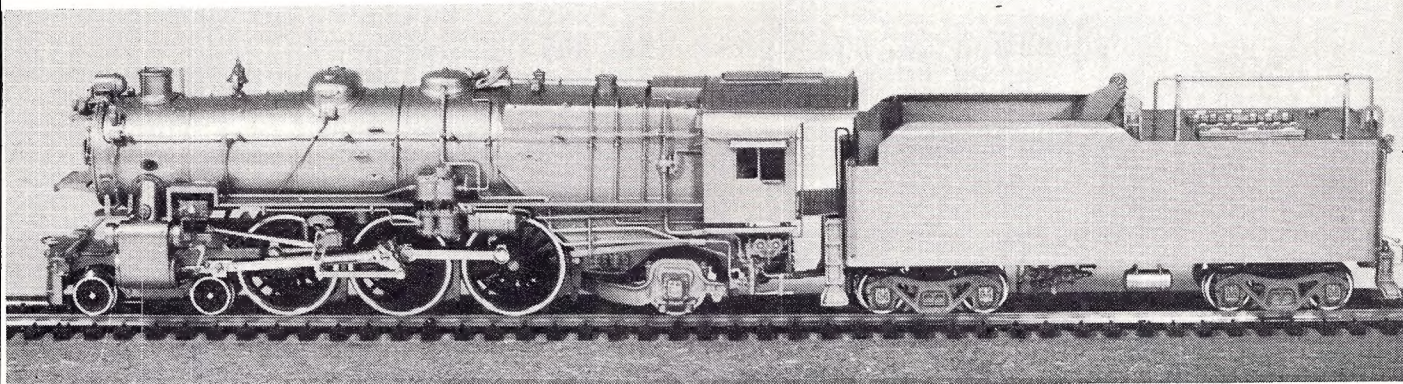


UNION PACIFIC DIESEL-ELECTRIC SNOWPLOW No. 900081. THE 'BULL OF THE MOUNTAIN' IS NOW AVAILABLE FROM OVERLAND IN HO, UNPAINTED. THE ROTARY BLADE IS MOTORISED AND OPERATIONAL IN FORWARD MOVEMENT ONLY. DETAILS INCLUDE FULL CAB INTERIOR AND WORKING DIRECTIONAL SNOW SPOUT.
PRICE: \$379.85.

THE MODEL DOCKYARD PTY. LTD.

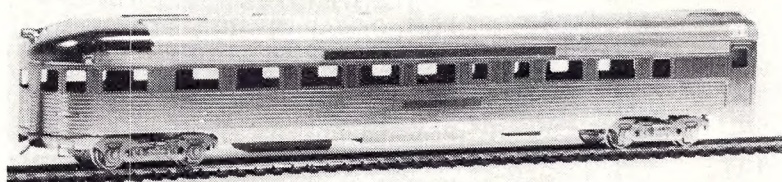
NEW! . . .

— FROM THE SHOPS OF



PENNSYLVANIA 'K-4' 4-6-2 LOCOMOTIVE & TENDER. ONE OF THE MOST FAMOUS STEAM LOCOMOTIVES OF ALL TIME. THE FIRST WAS BUILT IN 1914 AND A TOTAL OF 425 WERE TURNED OUT. UNITED'S HO MODEL IS OF THE MODERNISED 'K-4' AND COMES WITH 'CAN' MOTOR AND DETAILED CAB INTERIOR.

PRICE: \$548.95.



Observation-Sleeper "NAVAJO", one of the Cars in the magnificent HO 8-Car "Super Chief" Passenger Set, recently released in limited quantity by Oriental Ltd. Of satin finish, nickel plated brass construction, supplied with matching plated trucks and diaphragm, these Cars set a new high in quality and detail for 'washboard side' passenger equipment. The complete consist comprises: One Baggage Car, two Sleeper "LAGUNA" or "ISLETA", one Diner "COCHITI", two Sleeper "TAOS" or "ORIBI", one Buffet-Lounge, Dormitory/Barbershop and one Observation-Sleeper "NAVAJO" (illustrated). PRICE: \$767.95 per set.

Other News from the *DOCKYARD* . . .

By the time this number is on the book stands, production of the 3rd run of our now famous model NSWGR AD.60 Class Beyer-Garratt Locomotive will be well in hand, in Japan. The new production will embody many refinements and new features, including 'can' type traction motors, many new castings, more accurate driver centres and machined washout plugs. Latest indications are that the stocks should become available in April . . . Now to hand are fresh stocks from Milled Brass Sections, covering their large range of fine quality, angles, tees, columns etc. For full details send stamped SAE for covering Price List . . . For traction fans working in HO, now to hand are the Illinois Terminal System 510-514 Series Parlour-Observation Car @ \$260.00 each, the Chicago Surface Lines 'Short Brill' Trolley Car @ \$189.95 each and the massive North Shore (ex Oregon Electric) No. 458 4-Truck Electric Locomotive @ \$351.35 each . . . New, large stocks of Athearn HO are expected about Christmas. For a copy of the covering Price List posted, send .78c . . . Production delays at Central Valley have resulted in a serious shortage of this famous range of HO Sprung Trucks. However, fresh supplies are again on the way and due about the time this issue is out . . . From Gem Models, now available is the new run of their HO Reading 2-8-0 'I-10sa' Loco. & Tender @ \$541.00 . . . Due at the close of 1980, Shinohara are delivering fresh stocks of HO Code 70 3-Way Turnout and No. 4 Turnout. N scale No. 6 Turnout and Double Slip. HO Code 100 45 Degree Crossing, No. 6 Double Slip, No. 6 Crossover, No. 6 Double Crossover, Flexible Track and No. 6 Curved Turnout. HO N3 Flexible Track and metre lengths of Code 70 nickel silver Rail . . . For N scale fans interested in Australian prototype, from Frybren Models, comes first stock of their VR 'ELX' Bogie Wagon Kit. Supplied complete with decals, this Kit is available with Trucks @ \$6.85 and less Trucks @ \$5.00. Excellent value indeed! . . . A new shipment is now in stock from Northeastern. For Price List and covering data sheets posted, send .63c . . . Brand new, HO brass locomotives and rolling stock, offering at discounted prices, are about as difficult to find as one's chewing gum in a hen house. But

to make way for new deliveries, we are now offering the last of the following models at the considerable reductions shown: Erie Modernised Coach & Diner Set, by Nickel Plate Products; was \$75.40, now \$59.00. 4-6-0 CB&Q 'K-2' Loco. & Tender, by Nickel Plate Products; was \$151.90, now \$115.00. 4-6-2 Wabash 'J-1' Loco. & Tender, by Nickel Plate Products; was \$244.85, now \$185.00. New Haven '8200' Lightweight Steel Coach, by Custom brass; was \$40.50, now \$37.30. New Haven Steel Grill Car/Coach, by Custom Brass; was \$40.50, now \$37.30. N.P. 1200 Class Wood Caboose with original end platform arrangement, by Northwest Short Line; was \$36.55, now \$29.90. N.P. 1700 Class Wood Caboose with original end platform arrangement, by Northwest Short Line; was \$40.60, now \$33.00. 0-6-0 'B8a' Reading Camelback Loco. With Slope Back Tender, by Gem Models; was \$132.90, now \$99.50. 4-6-0 NYC 'F12c' Loco. & Tender, by Gem Models; was \$184.75, now \$135.00. 4-8-2 SP 'MT-5' Loco. & Tender, by Westside Models; was \$370.00, now \$317.00. 2-6-0 NYO&W Camelback Loco. & Tender, by Nickel Plate Products; was \$151.90, now \$115.00. 4-6-4 NKP Loco. & Tender, by Nickel Plate Products; was \$219.50, now \$165.00. WP Bay Window Caboose, by Westside Models; was \$36.00, now \$29.95. 2-8-0 Frisco '1306' Loco. & Tender, by Hallmark Models; was \$46.50, now \$34.00. NYO&W Observation Car, by Nickel Plate Products; was \$37.90, now \$29.00 and 4-6-2 New Haven 'I-4' Loco. & Tender, by Custom Brass; was \$242.85, now \$175.00 . . . STOP PRESS: Deliveries in the January/February, 1981, period will include the HO ITS 516-527 Series Interurban Car, Nickel Plate Products' HO South Shore Steeple Cab Electric Locomotive and Hallmark Models' EMD CF-7 Diesels. Both Phase III and V versions, of the Santa Fe. 'United' are expected to deliver HO Willamette Gear Locomotives in two versions: Coose Bay and Sauk River. Whilst Custom Brass will deliver HO Pacific Electric 1032 Series Coach and 1362 Series Combine Interurban Cars, Painted and supplied with PE decals included.

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Liliput HO

New

42 02 Model of the class 42 DB

\$165.00

42 13 Model of the class 42 OBB

\$165.00

45 02 Freight train grey

\$165.00

45 03 Freight train DB

\$165.00

78 20 Tank Loco Elsass Lothringen

\$87.00

102 00 Passenger train class 38

\$58.00

102 90 Passenger train Prussian Railway

\$70.00

104 90 Passenger train Belgian Railway

\$70.00

103 00 Tank loco

\$58.00

105 02 Express steam loco grey

\$165.00

105 03 Express steam loco DB

\$165.00

105 04 Express steam loco DR

\$165.00

106 02 Express steam loco Series 12

\$165.00

106 12 Steam loco class 214 grey

\$165.00

820 Rheingold set

\$69.00

832 Skirted coach set DR

\$59.00

830 Skirted coach set DB

\$59.00

837 Camouflage coach set

\$69.00

380 10 Track maintenance unit

\$17.35

309 09 Snowplough

\$11.95

383 10 16 axle low loader loaded with transformer

\$26.25

297 03 Ruhr express coach 2nd/3rd class

\$12.40

298 03 Ruhr express coach 3rd class

\$12.40

299 03 Ruhr express coach with brakeman's cab

\$12.40

203 00 Platform wagon

\$2.60

210 Steam crane of the DB in three different colours

\$14.75

382 10 Universal track building-vehicle with motor

\$37.00

Roco HO

New

4120A Passenger train class 23

\$105.00

4119 Passenger train BR 01

\$90.00

4115 Passenger train BR 17

\$84.00

4114A Tank loco BR 80

\$40.00

4114C Tank loco Dutch Railway

\$46.00

4149A Austrian crocodile green

\$90.00

4149B Austrian crocodile red

\$90.00

4190 Electric train with coach Dutch Railways

\$90.00

4151 Diesel loco

\$39.00

4158A Diesel loco

\$56.00

4370 6 axled open self-discharge wagon

\$15.75

4534 Electric point

\$7.85

4500 Three way point with motor

\$16.60

4555A Under board point switch machine

\$6.60

4400 Nickel silver HO extra flexible track 970 mm

\$1.95

Ask for Piko price list

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MIRANDA or at your nearest Model & Hobby Shop.

NEW YEAR SPECIALS

We have drastically reduced most of our HELJAN PLASTIC KIT PRICES. Some are illustrated here but similar reductions have been made to almost all of this range.

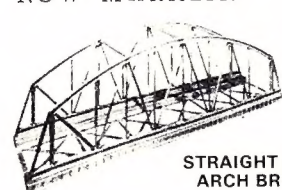
HORNBY: Trans Australian and Spirit of Progress sets were selling for up to \$89.95: NOW \$29.95 (while they last!)

We have reduced many items to clear.

OUR RANGE INCLUDES :

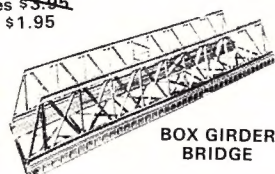
HORNBY - LIMA - RIVAROSSA - ROCO - PEMCO -
BACHMANN - TYCO - AIRFIS - MAINLINE - WRENN - MANTUA
LILLIPUT FLEISCHMANN MEHANO - PIKO -
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STRAIGHT STEEL
ARCH BRIDGE

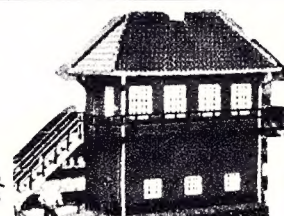
Bridges ~~\$3.95~~
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 RAILWAY STATIONS - Southern Region by Nigel Wikely & John Middleton ... \$11.95
 A photo survey of station buildings of the Southern Region - includes all types.
 L.N.E.R. LOCOMOTIVE DEVELOPMENT ... \$13.75
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 NARROW GAUGE ADVENTURE by P.D. Hancock ... \$14.25
 The story of a 4mm scale railway with a difference - The Craig & Mertonford. Witty text, superb photos.
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 Exquisite technical illustrations provide an accurate picture of the "Premier Line".
 MY LIFE ON THE FOOTPLATE by Richard Davey ... \$2.75
 Autobiography of a former engine driver
 LOCOMOTIVES IN OUTLINE - GWR by C. J. Freezer ... \$5.95
 77 4mm scale drawings of most popular GWR locos.
 DOWNESPLANS Country Buildings by Alan Downes ... \$4.00
 DOWNESPLANS, Book 2 - Railway Buildings ... \$4.00
 DOWNESPLANS, Book 3 - More Country Buildings ... \$4.00
 Large format, many pages of plans, photos and detailed information on construction.
 RAILWAYS IN THE GARDEN ... \$5.00
 A treatise on the construction and operation of a railway in the garden.

 AND BACK IN STOCK THE EVER POPULAR -
 RAILS IN THE FELS by David Jenkinson ... \$17.95
 A detailed survey of the Settle Carlisle route from the viewpoint of a modeller and a geographer

TO ALL RETAILERS: The prices set out or referred to herein are recommended prices only and there is no obligation to comply with the recommendation.

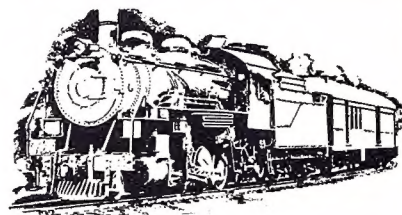
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(10 pieces, 4" long per pack)

252 .015 x 3 'O' Scale inches	\$2.00
244 .010" x 3 'O' Scale inches	\$2.00
245 .010" x 2 'O' Scale inches	\$2.00
246 .010" x 1 1/2 'O' Scale inches	\$2.00

In HO Scale BRASS STRAPSTOCK

254 .006" x 3 HO Scale inches	\$1.80
255 .006" x 2 HO Scale inches	\$1.80
332 .010" x 3 HO Scale inches	\$1.80

All Scales — Tools.

Modellers Miniature T-Square, made of machined clear acrylic plastic. 'Blade' is 3 1/2" long. Use it anywhere a larger square will not fit e.g. positioning grab irons. \$3.65

Miniature Parallel Clamp — machined from brass and steel, includes Allen Key \$9.99

We are also expecting a shipment of SIMPSONS On3 kits and PlanPacks. Write for details of all Simpson products.

From MAINLINE RAILWAYS . . .

In OO Scale, a range of British prototype locomotives and rolling stock. Mainline couplers are a refinement of the current Hornby type and will work well with Hornby. The couplers are attached with a screw and locating pins (not rivetted as are Hornby's) and include a "tension spring" which improves reliability. Much closer coupling is possible with Mainline than with some other British systems. Detailing, finish and lettering compares with any of the British or US ready-to-run lines on the market.

Mainline Locomotives.

37-050 Type 4 1CO-CO1 Diesel in British Rail Green \$35.79

37-051 As above in BR Blue \$35.79

37-063 Type 4 BB Diesel Hydraulic (Warship) in British Rail Green \$31.91

37-064 As above in BR Blue \$31.91

37-063 and 37-064 feature detailed cab interiors with driver, working head code lights which operate in the direction of travel and traction tyres on the bogies.

37-064 0-6-OT, J72 Class Tank Loco in LNER or BR black \$28.46

37-059 0-6-0 Collett Loco in BR black \$51.49

A range of coaches are available and are \$11.29 or \$12.75 each depending on colour scheme. Interiors are included.

Four wheel wagons range in price from \$4.29 to \$5.86. The 4 wheel Tankers are VERY nice models. A Bogie Well Wagon and a Flat Wagon are also \$5.86. Full lists are available on request. Mainline Railways are made in Hong Kong and have similar motors and pick-up systems to the Pemco range.

From KADEE . . .

Comes news that their HO wheelsets are back in production following a 14 month break. Naturally there has been a hefty price increase.

520 33" Wheelsets (12 axles)	\$8.75
521 36" Wheelsets (12 axles)	\$11.00

KADEE HO COUPLERS

Each pack of HO couplers contains enough to convert 2 wagons to the Kadee system.

No. 4 All metal coupler	\$3.95
No. 5 Universal coupler, for Athearn etc	\$3.35
No. 6 Long shank coupler	\$3.95
No. 7 Underset, long coupler	\$3.95
No. 8 Medium length shank coupler	\$3.95
No. 9 As for No. 5 but intended for bogie mounting applications	\$3.95
No. 71 1 1/4 for "old time" equipment	\$3.95
No. 16 is the No. 6 coupler with the No. 7 draft gear box	\$3.95
(No. 16's are for use on vehicles with buffers)	

From EVERGREEN HILL DESIGN HO

All EHD items are metal castings or photoetched parts.

No.	Item	Qty	Price
601	Gas Pump	1	\$2.80
602	Push Broom	4	\$2.10
603	Straight Broom	4	\$2.10
605	Spade	4	\$2.10
606	Power Head/box	1	\$2.10
607	Canteen	5	\$2.10
608	Car Jack	4	\$2.45
609	Lube Cans	3	\$2.10
610	Kerosene Lanterns	5	\$2.45
612	Tool Set	1	\$2.80
613	2 1/2 Gal. Gas Can	4	\$2.45
615	Vice	3	\$2.10
616	Grinder	3	\$2.10
617	Smoke Jacket Tall	2	\$2.45
618	25 Gal. Drum	5	\$2.10
619	Smoke Jacket Short	2	\$2.45
620	Switch Stand	1	\$2.45
621	Picks	6	\$2.45
622	Oxy Bottle	5	\$2.10
623	Oil Can w/handle	4	\$2.10
624	Act. Bottle	5	\$2.10
625	Tyres	5	\$2.10
627	Long Peavy	4	\$2.10
628	Short Peavy	4	\$2.10
629	Axes & Mauls	4	\$2.10
630	Chain Saws	2	\$6.30
631	Motor Drive	1	\$2.10
632	Small Roller Bear's	4	\$2.10
633	Lge Roller Bearings	4	\$2.10
634	Overhead Rolling Block & Tackle	1	\$3.50
636	Steam Buck Saw	1	\$4.90

From PEMCO RAILWAY SYSTEM

in HO Scale, a range of well detailed, plastic, ready to run Locos and rolling stock. (The GG 1 Electric Loco must be the best value-for-money model to appear for some time).

0-4-0 Tank Loco in B & O \$22.50

2-6-0 Mogul & Tender. Tender Drive in PRR and Southern \$46.98

F-9 diesel in CPR, CN, PRR, Ontario Northland and Santa Fe \$18.50

F-40PH Diesel in Burlington Nthn. \$19.98

Alco 430 Diesel in L & N, Chessie, CPR and Santa Fe \$20.98

SD-35 Diesel in UP, Rock Island \$21.98

GG-1 Electric with operating pantograph in PRR maroon or green \$35.98

The GG-1 will operate from Catenary, all locos are driven on one bogie with power pick-up from both bogies. Directional lighting is used on the diesels and the GG-1. The Mogul has a smoke unit. The motors drive through spur gears and draw about 240 milli-Amps under load. Expected early in the New Year is a 4-8-2 Mountain with Vanderbuilt Tender, operating handlight and smoke.

PEMCO Rolling Stock

50' Double Door Box Car in CPR, CN, Santa Fe, Rock Island \$3.60

40' Tank Car, Single Dome in Union \$3.60

50' Reefer in GB&W, CPR \$3.60

40' Stock Car in UP, D&RGW \$3.60

36' Caboose in Santa Fe, UP \$3.25

40' Hopper in ICG, D&RGW \$3.25

50' Flat Car without load in UP \$3.25

50' Flat Car with bridge load in UP, Santa Fe \$3.95

60' 3 Dome Tank Car in Dow Chemical and Gulf Oil \$4.25

60' Reefer in NYC, CN \$4.25

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Crane Car with Boom Tender \$9.95

Operating Coal Dump Car \$8.95

Operating Log Dump Car \$8.95

Gantry Crane \$9.95

Bridge and Trestle Set (33 pieces) \$4.50

PEMCO Catalogue \$1.65

From DETAIL ASSOCIATES . . .

In HO Scale we now have in stock the following NEW releases.

2001 Cooling Fan, 34", Flat Top (4) \$3.40

This fan (for F2/F3's) is the first in a range of 11 cooling fans that Detail Associates are planning. The 'slats' are see through and as usual the moulding is excellent.

2304 Cab Wind Deflectors, etched brass, 3 pair per pack \$3.00

6210 Freight Car Grab Irons, straight type with Nut, Bolt, Washer detail. Wire and plastic. 12 per pack \$1.85

6211 Freight Car Brake Platform, etched brass 4 per pack \$3.75

6212 Covered Hopper Hatch, square (8) \$3.40

6501 Caboose Radio Antenna, Dish Type. Etched brass, 3 per pack \$3.75

6502 Caboose Steps and End Platforms. Etched brass, 2 per pack \$3.75

6503 Caboose Grab Irons, end and side. Formed wire with plastic NBW (12) \$2.65

6504 Caboose Grab Irons, end. 12 wire grab irons, 12 wire eye bolts and 24 plastic NBW castings \$2.65

7101 Tool Set — Etched brass. 35 HO spanners, saws, etc \$3.75

7102 Screw Jacks — white metal (2) \$1.50

7103 Rerail Frogs — white metal (2) \$1.50

7104 Oil Cans — white metal (2) \$1.50

7105 Water Bags — white metal (2) \$1.50

7202 Concrete Footing Piers, plastic (12) \$2.25

Also in stock is the range of 12 N Scale RAIL-SCENE backdrops at \$5.95 each. Write for full list of Detail Associates. New Detail Associates items are usually available to the Australian Modeller within a week of their release in the USA, from McBees — naturally.

From MODEL POWER . . .

A new range of building kits in N and HO.

Model Power N Scale.

1501 Combination Railroad Station \$6.50

1502 Three Suburban Houses \$8.45

1503 Exxon Service Station \$6.50

1509 Factory With Smoke Stack \$8.45

1510 Star Journal Building \$6.50

1511 Fire House with Fire Engine \$6.50

1512 Railroad Hotel \$6.50

1513 Farmhouse \$6.50

1514 Two Storey Building \$8.45

1515 Railroad Junction Set (Station Signal Box, Water Tower) \$8.45

1516 Church \$8.45

1517 Barn and Silo \$8.45

Model Power HO Scale

402 Wells Fargo Office \$3.98

405 Assayers Office \$3.98

406 Saloon \$4.45

407 Lumber Mill \$7.50

425 House with Garage \$7.50

426 Rooming House \$8.45

427 Station and Freight Shed \$8.45

430 Brick Residence \$6.50

431 Two Cottages \$6.50

432 Signal Tower Set \$6.50

433 Farm House \$8.45

434 Hunters Log Cabin \$4.75

435 Old Storage Shed \$4.75

436 Lumber Shed \$4.75

439 Fishermans Cabin \$4.75

440 Branch Line Depot \$6.50

444 Country Freight Station \$8.45

445 Two Storey Foundry \$8.45

446 Modern Ranch House \$6.50

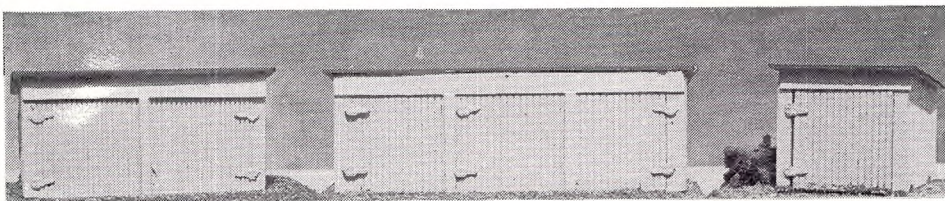
447 Two Storey Modern Home \$7.50

437 Three Trackside Buildings \$6.50

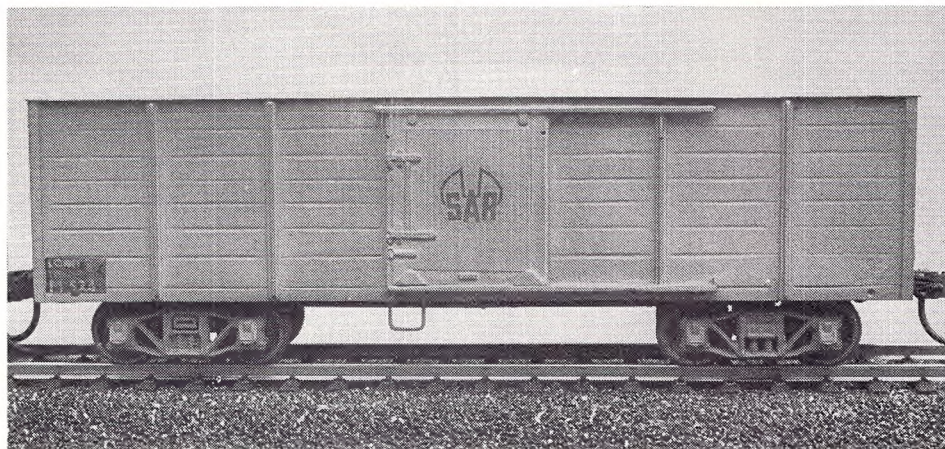
438 Ranger Lookout Station \$4.75

Model Power kits are moulded in 4 colours, in plastic and in West Germany. Where included signs are in English.

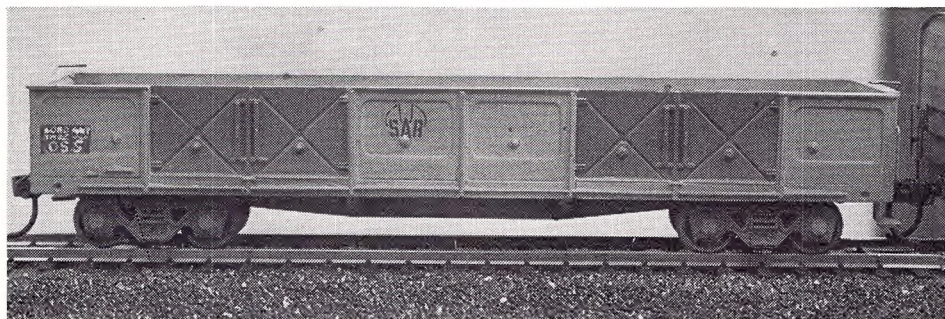
NEW RELEASES OF AUSTRALIAN PROTOTYPE — HO SCALE



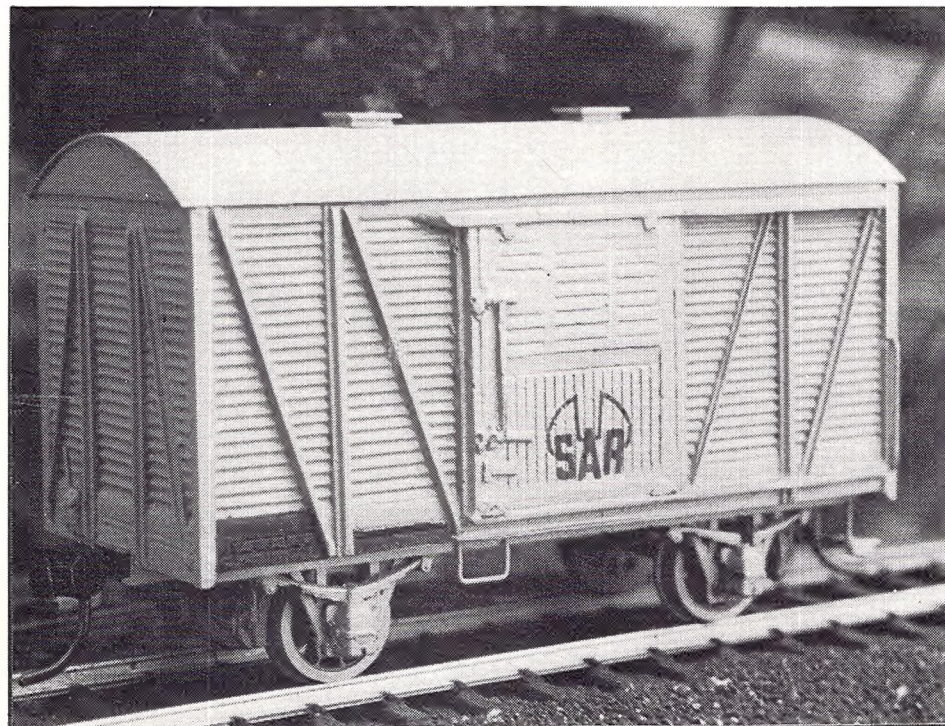
From B. J. SCALE MODELS. SAR Trainside Storage Sheds. Assembled and painted. Stripwood construction on solid core. 1 Door \$1.95, 2 Door \$2.45, 3 Door \$2.95.



From BROAD GAUGE BODIES. SAR M Van with type 1 Door. Epoxy type castings. Kit does not include bogies, couplers or decals. Price \$5.95.



From BROAD GAUGE BODIES. SAR OB Waggon Kit. Epoxy type castings. Kit does not include bogies, couplers or decals. Price \$5.95



From BROAD GAUGE BODIES. SAR DWFKit. Epoxy type castings. Kit does not include axle boxes, wheels, couplers or decals. Price \$4.50. (Our thanks to Ritchie Congleton for building, painting and weathering the BGB models illustrated).

Featured on this page are a number of SAR prototype items. Not shown is the Broad Gauge Bodies (BGB) M Van with type 2 door. (With horizontal louvres on top half of door). Please specify door type when placing an order. The DWf requires a PECO underframe kit at \$2.65 and 2 axles of North Yard 10.5mm wheels (70c each) to complete. The OB's and M's require your choice of bogies. All kits require paint, decals and couplers.

We will stock BGB kits as they are released. Remember we also have the TRAX range of NSW prototype (including their new decal sheet for LCH's) in HO.

When selecting paints for any of the above kits we suggest you consider the fine range of FLOQUIL Miniature Paints, available in lacquer base or water base (Polly's) from McBees at \$1.85 per 1 oz bottle. NOTE:- For SAR Grey use equal parts Floquil R11 Reefer White and R12 Reefer Grey. For VR Red use 3 parts R10 Caboose, 3 parts R74 Box Car Red and 2 parts R30 Reefer Orange. (i.e. parts by volume).

By the time this ad appears we will be busy getting our new computer operational. The computer will speed up our Import-to-Order service, correspondence, make production and updating of price lists less of a problem and enable us to increase our Newsletter mailing list. If you would like to be included on this list please let us know.

For the second year we were able to despatch the first group of Walthers Catalogues to our customers before the middle of December. There should still be copies for sale as you are reading this. Please remember when ordering from this Catalogue that our prices are based on the ruling US Price at the time of despatch from the USA. Some lines in the 1981 Catalogue have increased in price since it was printed.

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CONVENTION

MELBOURNE — Victoria. April 17, 18, 19 & 20, 1981 at Hobson's Bay. For further details contact Hobson's Bay Convention, PO Box 105, Vermont 3133.

BACK ISSUES

The following issues are available subject to prior sale:—

- No. 1 — April/May, 1963 (Reprint)
No. 39 — July/August, 1969
No. 41 — November/December, 1969
No. 44 — May/June, 1970

All the above are available at the price of 45¢ each, including post and packaging.

- No. 74 — September/October, 1975

The above issue is available at the price of 60¢ each, including post and packaging.

- No. 80 — September/October, 1976

The above issue is available at the price of 70¢ each, including post and packaging.

- No. 82 — January/February, 1977

- No. 83 — March/April, 1977

- No. 84 — May/June, 1977

- No. 85 — July/August, 1977

- No. 86 — September/October, 1977

- No. 87 — November/December, 1977

Issues 82 to 87 are available at the price of 90¢ a copy, including post and packaging.

- No. 88 — January/February, 1978

- No. 89 — March/April, 1978

- No. 90 — May/June, 1978

- No. 91 — July/August, 1978

- No. 92 — September/October, 1978

- No. 93 — November/December, 1978

- No. 94 — January/February, 1979

- No. 95 — March/April, 1979

- No. 96 — May/June, 1979

- No. 97 — July/August, 1979

- No. 98 — September/October, 1979

- No. 99 — November/December, 1979

Issues 88 to 99 are available at the price of \$1.10 a copy including post and packing.

- No. 100 — January/February, 1980

- No. 101 — March/April, 1980

- No. 102 — May/June, 1980

- No. 103 — July/August, 1980

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MELBOURNE — Victoria. March 6 to 9, 1981 at Camberwell Civic Centre. Open Friday, Saturday 10.00-22.00, Sunday, Monday 10.00-20.00. Admission \$1.20/50¢. Organised by the Australian Model Railway Association, Victorian Branch.

BRISBANE — Queensland. May 2, 3 & 4 at the Horticultural Pavilion, R.N.A. Grounds. Open Sat 9 am-9 pm, Sun 12 pm-6 pm, Mon 9 am-6 pm. Admission \$1/50¢. Organised by the Queensland Branch of AMRM.

SOUTHERN CROSS MODEL RAILWAY ASSOCIATION

Secretary: Trevor Moore.
Membership Enquiries:
PO Box 317,
Epping, NSW 2121.

The annual membership fee for the SCMR is \$10 from March to February and \$6 Joining Fee.

Membership entitles you to participate in the activities of the Association, to receive AMRM, and our newsheet *Booster Standards*. Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday on each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

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15 Aberfoyle St,
Kenmore 4069.
Ph: (07) 378 7683.

New South Wales:

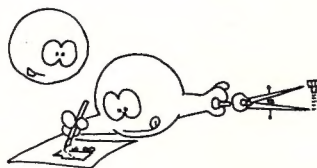
George Giralddi,
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Mt Pritchard 2170.
Ph: (02) 602 3117.

Victoria:

David Gawthorn,
122 George st,
East Doncaster 3109.
Ph (03) 848 3167

New South Wales

February 14: Demonstration of Throttles, Zero 1 etc at Liverpool.
March 14: Running session and trackwork clinic at Narrabeena.
April 11: Auction.



'Never satisfied, are you.'

BINDERS FOR AMRM

Vinyl Magazine Binders of the 12 wire type are now available for AMRM. These accept 12 magazines, i.e. two years or one volume. Cost is 2 for \$9.00. Postage is \$1.50 for up to four (4) binders and \$2.00 for up to ten (10) binders in NSW. For readers in other parts of Australia postage is \$3.30 for up to ten (10) binders. A name sheet is available for 20¢. The binders will accept most other model railway magazines.

Please send cheques payable to SCMR to PO Box 317, Epping, NSW 2121. Please allow four weeks for delivery.

AMRM

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March/April 1981 18.2.81
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The Australian MODEL RAILWAY Magazine is published by SCR Publications, PO Box 235, Matraville, NSW 2036. Please address all correspondence to the Editor.

Australian Model Railway Magazine

COMMENT

During the early hours of Wednesday the 26th November, 1980, a fire ravaged the premises of Publicity Press, the printers of the Australian MODEL RAILWAY Magazine. When the smoke cleared half of the large building was left in ruins, and included in the ashes was the entire November/December 1980 issue of AMRM — which was in the final stages of preparation — inserts from two advertisers both due to be added to the November/December issue and a large quantity of articles and photographs being prepared for future issues.

The record now shows that the fine efforts of the boys from Publicity Press were rewarded by the reprinting of the destroyed issue (by another printer), the binding of same by a different binding works, and the despatch of the complete reprint to our outlets which allowed us to have the issue on the street only a week late. Our subscription mailing organisation also came to the party and speeded the reprint through the works, and Australia Post gave their support by delivering the Sydney copies on the following Monday. For the special effort and attention given by a few we are grateful and wholeheartedly congratulate Mick, John, Jeff and their various helpers for a job well done.

None of the above would have been possible, nor would have half of this issue, without the wholehearted support of many individuals within the Sydney printing industry and some of our staff writers. The printing industry, in the time of need, gave all the assistance required to allow Publicity Press to reprint all the magazines destroyed, as well as continue in business until a rebuilding programme can be completed. This support is typical of the Australian attitude and lifestyle, which is always brought to the fore in time of need. Overcoming disasters seems to be coming one of the fine attributes of Australians that we can all be proud of.

This attitude was also shown, in fine style, by a few of the AMRM staff who either received a hasty phone call or a priority paid letter advising that their article due for the January/February, 1981 issue had been completely destroyed, and that copies of the articles and more photographs were required in a real hurry to enable the January/February, 1981 issue to be produced as planned.

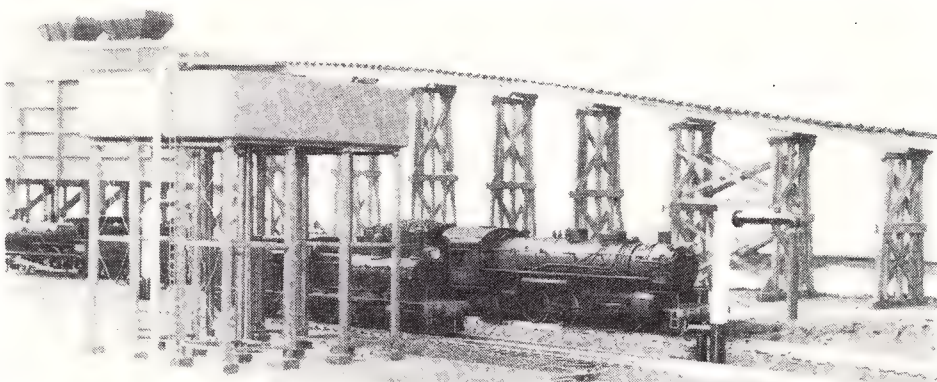
To those who bent over backwards to ensure everything could be replaced we give special thanks, especially Peter Gibbs, Joe Moir, John Casey, Trevor Moore and Graham Ball, all of whom gave special assistance to Allan Browne and this writer to ensure the publication and delivery of both the November/December 1980 and the January/February 1981 issues of AMRM. We also thank those readers who rang and offered their help and to all those who were so patient while we overcame the immediate problems.

It is at times of despair, when everything seems to be going wrong, that one can fully appreciate those who care and give their support. It is great, not only to be involved in this great hobby of model railways, but also to be part of a team who put together a magazine that we all (in this hobby) can be proud of.

Bob Gallagher.

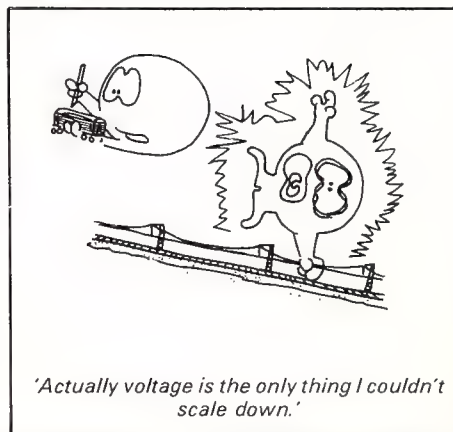
CONTENTS

VR 'Y' CLASS DIESEL KITBASH	Peter Gibbs	13
PROTOTYPE PLAN: VR 'Y' CLASS DIESEL ELECTRIC	Peter Gibbs and Roger Johnson	16
MORE TRUCKS	Max Chaseling	18
MAILBAG		20
THE MOPING BRANCH	Phil Curnow	21
ADVERTISING ON VR 'U' VANS	Phil Jeffery	28
FREIGHT FORWARDING ON THE LAKELAND RAILWAY		
AMRM NEWS	David Leaman	29
COLOURFUL DIESELS		31
PROTOTYPE PLAN: WAGR 'WBC' CLASS BRAKE VAN		32
MODELLING TIPS: TRAX 'LCH' BUCKET	Joe Moir and Roger Johnson	33
THE 700 CLASS ALCO DIESELS	Graham Ball	35
COLOUR YOUR WORLD	Phil Curnow and P Kidcaff	36
REVIEWS	Paul Rogers	40
		41



The above photograph illustrates a scene in the NSW mid-west. A D59 and a C30T are serviced at loco. John McKenzie scratch built the D59 from a Jouef SNCF Mikado, while the C30T is a product of the McKenzie scratch building workshop. Graham Ball photographed both models with Chris Pratten's layout, 'Borenore', as a backdrop.

ON THE COVER: 3813 heads a mixture of passenger stock on the UP line through MENANGLE, the Way and Works crew standing clear of the line while the train passes. The photograph, supplied by Jack Parker, was taken at the 1980 exhibition before the (six year old) layout was put into storage. One noted highlight of this multi-section exhibition layout is the hidden joints between sections, one such joint being in the foreground of the photo. All structures in the scene are scratch built and are either scaled down (3mm to one foot) or accurate representations of the buildings at Menangle in NSW. The colouring of the structures is that of the late 1960 to early 1970 period, although some of the (not visible in photo) scenery was backdated to an earlier period. The layout was built and operated by the Model Workshops group.

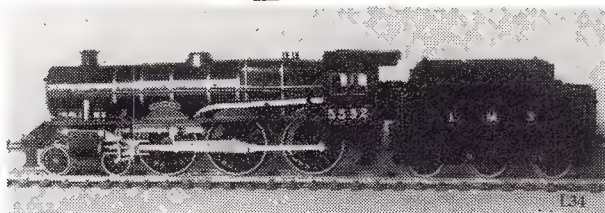
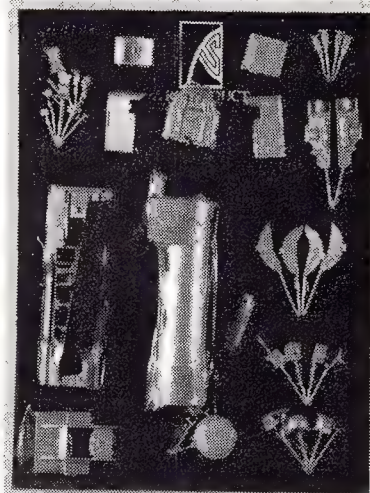
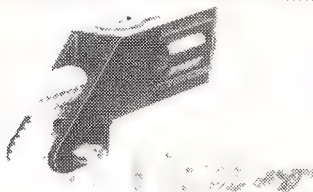


'Actually voltage is the only thing I couldn't scale down.'

**NOW
AVAILABLE
'00' GAUGE
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MODEL SHOPS**

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NO MORE GEAR MESHING PROBLEMS!



LMS 5x5p JUBILEE

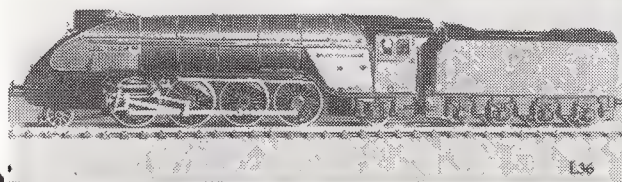
191 of these locomotives were built between 1934-37 and could be seen on any section of the L.M.S. until the final days of steam. The kit is supplied with optional boiler fittings, etched valve gear and three pairs of etched name plates.

NEW MOTORS COMPLETE WITH GEARS

NEW SHRINK WRAP VISIBLE PACKING

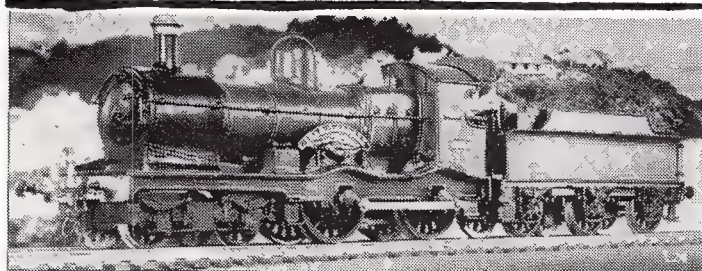
COMPLETE KITS

NO EXTRA MOTORS,
CHASSIS OR WHEELS
TO BUY



LNER P2 2-8-2

The most beautiful streamlined locomotive ever produced? A class of six, four built in streamlined form and two rebuilt from earlier experimental engines. The kit is supplied with all six name plates and full Walshaerts valve gear.



GWR 3252 DUKE 4-4-0

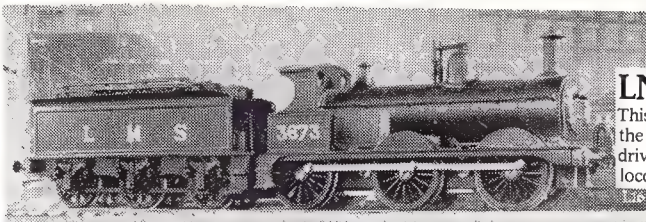
Numbered 3252-3291 these locomotives were all named and, in their early days, lined. They make an ideal shed companion to the Bulldog (Kit L. 3). The class was built from 1895 to 1899 and about half a dozen survived through to the early BR days. The model depicts the 1903 versions with the standard boiler.

GWR 28xx 2-8-0

This class of engines were introduced in 1903 and were the first 2-8-0's in the country and were probably the best ever produced. There were 133 engines, the first being scrapped in 1958, the last 1960. The model is supplied with both types of cab.

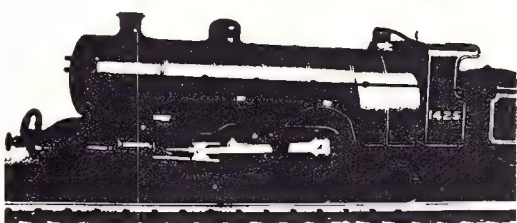
LMS JOHNSON 2F 0-6-0

When 58182 drew its last breath in 1964, the oldest locomotive still in service with BR was mourned. Over 850 of these typically Victorian engines were built from 1875 with many variations. The model represents the original version.



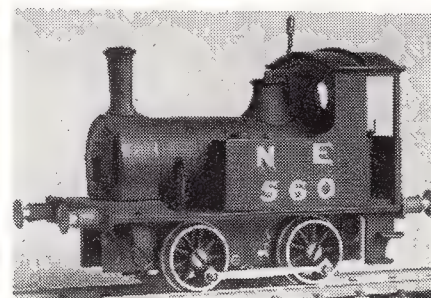
LNER Ex NE Y8

This quaint little 0-4-0 built in 1890 lasted through to B.R., the last being scrapped in 1956. It had only three foot diameter driving wheels and must have been one of the smallest 'main-line' locomotives ever built. A simple kit.



LNER (EX GN) ATLANTIC 4-4-2

Some 80 engines of this class were built between 1904 and 1908. They were powerful but graceful and highly thought of by their crews. Used mainly on fast passenger trains, they were generally considered one of the best pre-war locomotives. The model represents the post 1911 version and is supplied with the later LNER fittings.



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DUE TO LONG ADVERTISING LEAD TIMES WE CANNOT GUARANTEE IMMEDIATE AVAILABILITY

**mail order customers, some loco kits
on special this month, send for list.**

VR "Y" CLASS DIESEL KITBASH

Peter Gibbs describes the kitbash conversion of an Athearn SW1500 diesel switcher into a very passable VR "Y" class locomotive.

There are numerous similarities between the SW1500 and the Y class diesel (including some dimensions, the wheel arrangement, and the long hood, cabin and no short hood body). They are both used in prototypical operation principally for shunting duties and branch line work.

The HO model we are about to make shares a combination of dimensions from both the prototype and the Athearn model, depending on which is the most convenient. (See table for dimension comparison).

Essentially we use the Athearn chassis and long hood part of the body and add our own cabin, shunters' platforms, bogie sideframes, and super detailing.

We will need the following equipment:

- 1 Athearn HO SW1500 diesel switcher
- 1 set McBee's "Y" bogie sideframes
- 1 AMRI Accessories constant brightness reversing headlight kit No 502
- 1 pkt Walther's Athearn Parts No 90604 (horns)
- 2 Kadee No 5 couplers
- 1 set MnC J VR loco decals and Detail Associates
- LR 1102 lift rings
- LR 2205 coupler lift bars
- MU 1507 MU receptacles
- MU 1508 air hoses
- 1 sheet .010", .020", .030", white styrene plastic
- Assorted micro strip styrene
- Length .020" brassware

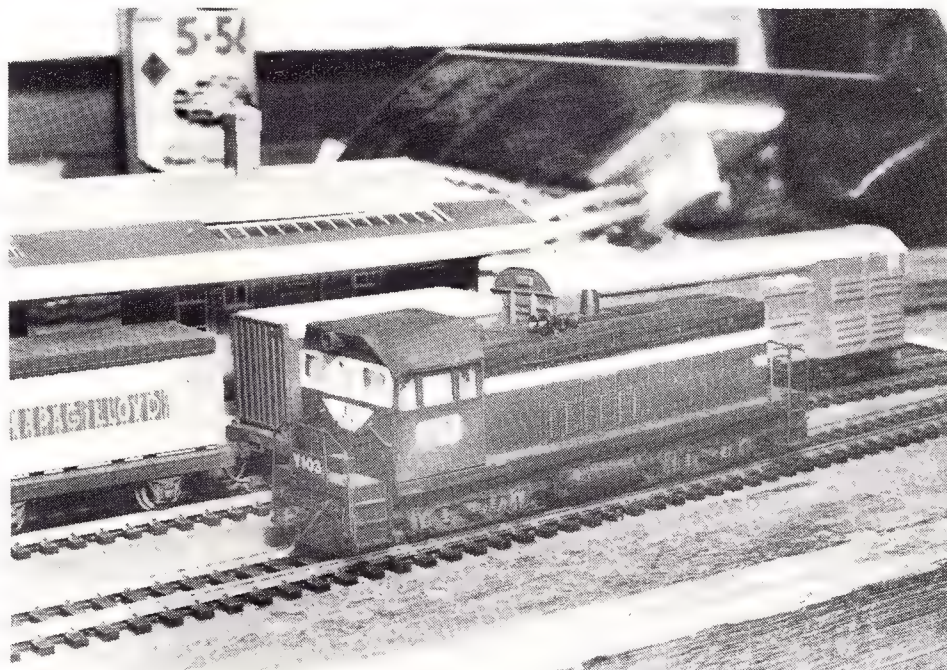
The Bash in Kitbash

Remove body from the chassis of your Athearn SW1500. The cabin will separate from the long hood. Remove both shunters platforms, exhaust stacks, bell and rear headlight. Keep exhaust stack and headlight for later use. File smooth the end radiator vent detail. (Photo 1)

Remove forward section of the long hood by cutting vertically through hood where angle-in begins 22'6" from rear edge, and horizontally from the forward edge of the old lug holes to the vertical cut you have just made. (Photo 2.)

Construction Rebuild — Body

Construct a new long hood forward section from .030" styrene with sides 6'9" high by 6'



Y103 on the track, and running. Photo and model by Peter Gibbs.

"Y" CLASS DIESEL CONVERSION DIMENSION COMPARISON

BODY	PROTOTYPE	ATHEARN SW1500	KITBASH
LENGTH (Over headstocks)	40'	41'	42'
WIDTH	9'7"	10'	10'
HEIGHT (from railhead)	13'9"	14'6"	14'
CABIN			
LENGTH	6'	6'9"	7'
WIDTH	9'	10'	10'
HEIGHT	9'	10'	9'
LONG HOOD			
LENGTH	30'6"	27'6"	28'3"
WIDTH	6'	7'	7'
HEIGHT	7'	7'	7'
CHASSIS			
WHEELBASE	28'6"	30'	30'
BOGIE CENTRES	20'	22'	22'
BOGIE WHEELBASE	8'6"	8'	8'
WIDTH	9'	9'	9'

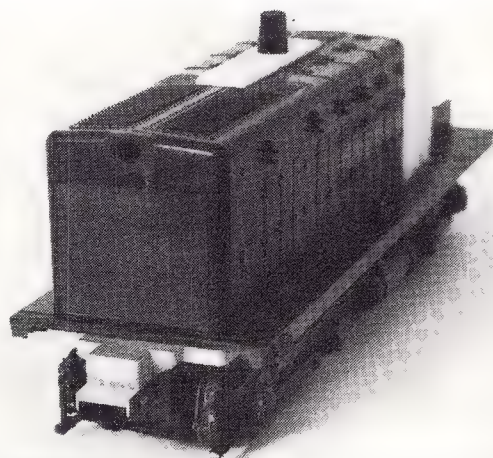


Photo 1.

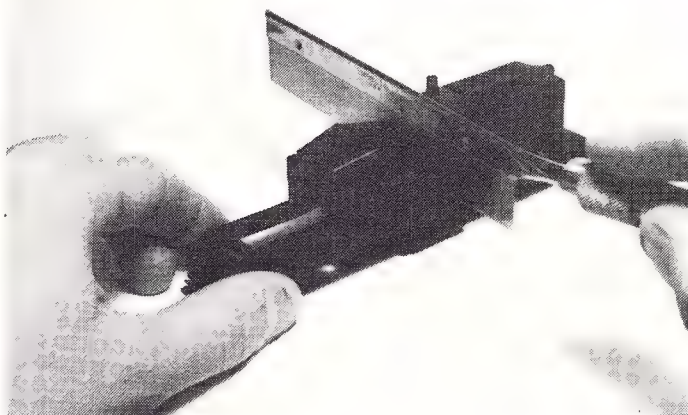


Photo 2.

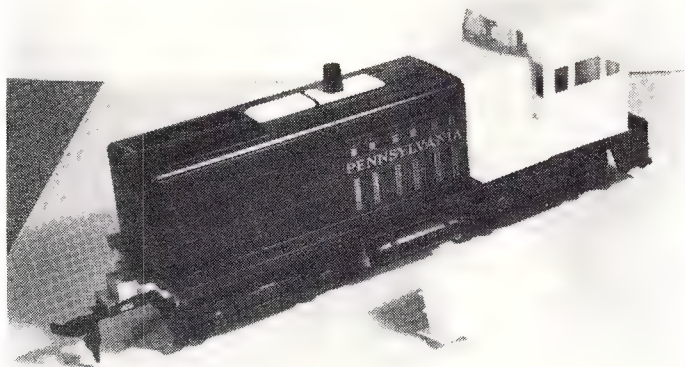


Photo 3.

wide; a roof 6' long by 7' wide (rear end) and 6'6" wide (forward end). Cement this new section to the long hood and base. Note that the sides of the new section are angled in at the front 6" to form a slight wedge shape. Round off roof edges to match existing roofline.

Make up a battery box 6' long by 2' high at front, 3' high at rear, from .020" styrene. Fashion a "lean to" type lid to suit. The lid has two patches of .010" styrene (1'3" x 6") placed 6" in from each end. Detail by scribing three vents of three louvres each at the bottom of the battery box using a scalpel or modelling knife.

Roof Detail

Measure 8'6" from the rear end of the roof. File off ventilator ribbing detail forward of this mark. Cut three strips of .030" styrene 2' wide by 3', 4' and 5' long respectively. Round off all edges. The shortest strip is placed in the centre of the roof 6" from the leading or front edge; the longest strip is placed 10'6" from the front edge and the 4' long strip 3" to the rear of the longest strip. (Photo 3.)

File down one of the previously removed exhaust stacks to 2' height and cement to rear third of largest strip. Make up triple air horn assembly, one trumpet facing forward, two facing to the rear, drill receiving hole and cement to roof. (See photo of roof detail for confirmation.)

Shunters Steps and Platform

Using .020" styrene cut out front profile of step sides as per diagrams. Cut out two further pieces of styrene 7' x 2' for buffing plates. Angle cut bottom corners at 45 degrees 6" deep. Bevel top edge. Cut out two strips 7' x 9" for the top edges of platform. Nick insert 6" x 3" for the MU stands. Cut out 2 backing plates 7' x 4" from .010" styrene. (Photo 4.)

Cement step profiles, buffing plate and top

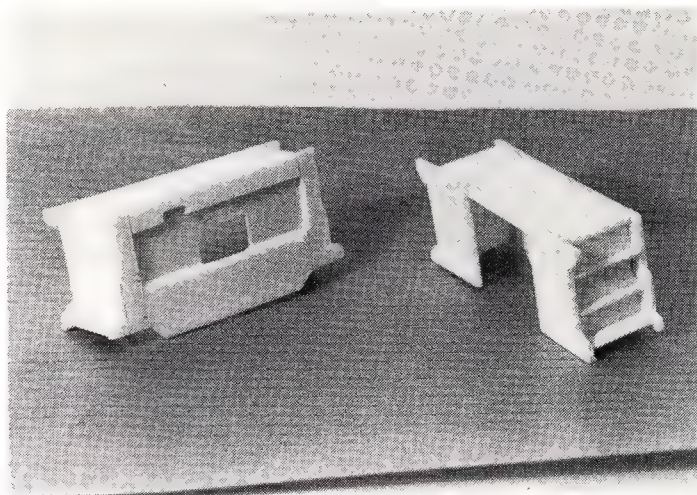
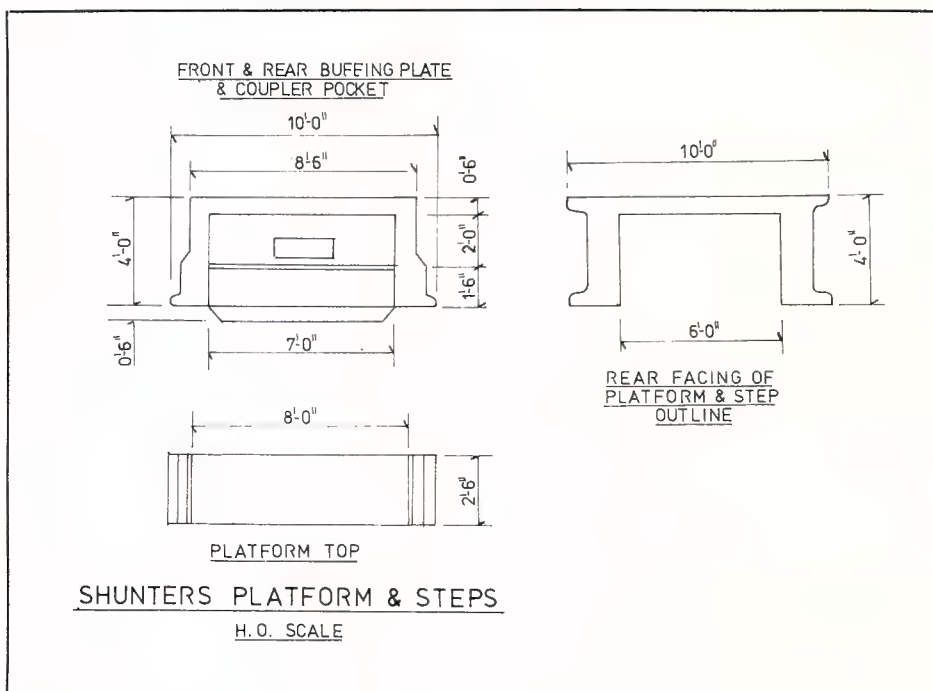


Photo 4.



edge to each backing plate to form complete front section of platform.

Cut out rear step profiles as per diagram. Complete assembly of platforms by cementing front assembly and rear profile piece to platform top (8' x 2'6") and step sides (3' x 6") by (2'8"). Add three steps per side evenly spaced. Note that the bottom step, which the shunters invariably stand on, is appreciably wider (1') than the two higher steps. Make steps from .020" styrene.

After allowing the platforms to dry test the position of the chassis mounted coupler base against

the back of the platform backing plate. We have to cut out a rectangle just big enough to accept Kadee No 5 coupler and pocket.

Add MU receptacles to recess in platform top edge, and lift rings, coupler lift bars, and air hoses to buffing plate for finishing touches.

Do not cement platforms to body until all other construction has been completed.

Cabin

Scrap the old Athearn cabin. Scratchbuild a new "Y" cabin from .030" styrene as per the

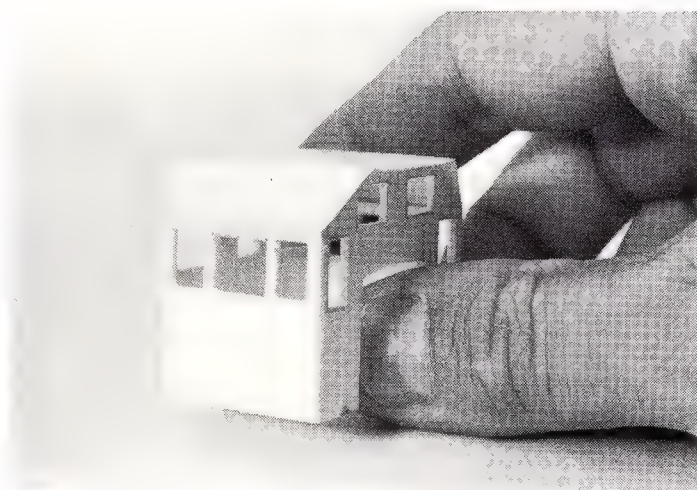


Photo 5.

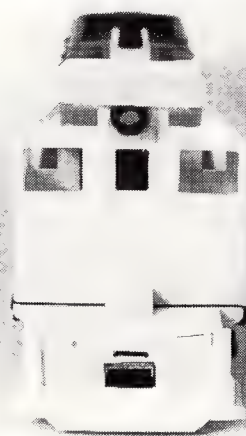
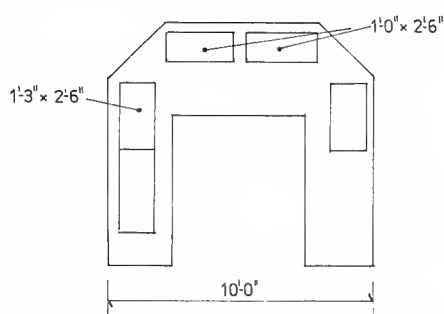
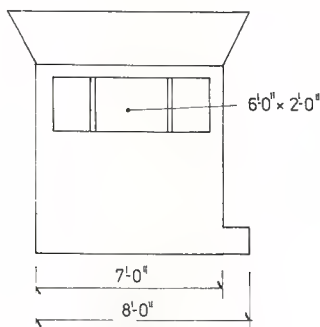


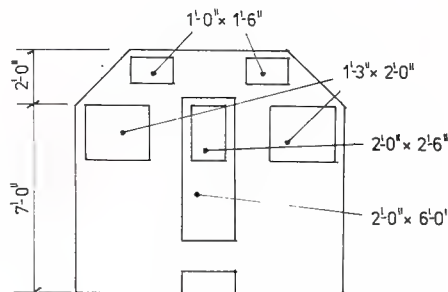
Photo 6.



REAR



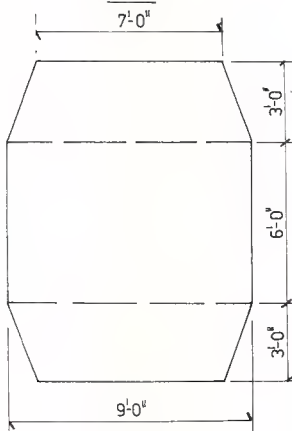
SIDE



FRONT

CABIN OUTLINE

H.O. SCALE



ROOF

diagrams. Mark, drill and ream out window openings, and score outline of front door, file smooth. Bend back each side of the cabin front piece from the door score lines to create a slight angle each side of the door. The door will thus stand out proud. Bevel all vertical edges of the cabin sides to 45 degrees to achieve a neat butting together. Cement cabin sides together.

Cut out the roof outline in one piece from .010" styrene. Lightly score down each side 3 scale feet in from the edges and bend gently to meet the contour of the cabin sides. Cement to cabin leaving an equal roof overhang on each side.

Trim the headlight retained from the SW1500 to a depth of 1". File the top and bottom slightly flat. Position on cabin front directly above the door and against the roof. Mark centre of the lens appature on cabin front, remove light, and drill a 3mm hole for the headlight bulb. Cement light in position.

Fashion window gutters from microstrip and cement over tops of side windows. Windscreen wipers from same material can be added once "glass" has been installed. I used window glass made from clear acetate glazed with MEK adhesive (plastic cement) to create the smeared effect. (Photo 6.)

Build up a front step 2' x 1' x 1' from scrap. Position on front platform directly under cabin door.

Test fit cabin between long hood and platform step and if satisfied fix window glass and constant brightness headlights before cementing cabin to long hood and body.

Note: It is advisable to leave this last step until after painting.

Chassis

Remove Athearn bogie sideframes and fit McBee's "Y" class sideframes as per McBee's instructions. It is really quite simple and with care can be completed in 10-15 minutes.

Check sideframes do not catch on sides of chassis. If they do remove material from chassis until freedom of action is assured.

Detailing

Add handrails to long hood, cabin front and shunters platforms from stock provided with Athearn kit plus extra .020" brass wire, using photos for reference.

Add headlight surround to long hood headlight cavity and market lights to long hood end and cabin front.

From .020" styrene fashion two 3' x 1½' number boards and attach to handrailing front and rear as per photo with Superglue or similar. Fix Kadee No 5 couplers to coupler pockets and ensure smooth action.

Painting

Wash plastic part of model in warm soapy water, rinse and let dry. For speedier drying use a hair dryer on a LOW setting. Do not handle exterior surfaces any further prior to painting.

Paint all exposed, visible metal surfaces of chassis with zinc chromate primer and allow to

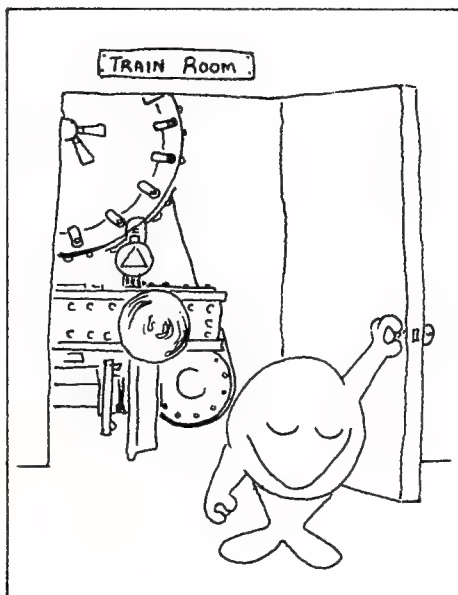
dry for at least 24 hrs, or preferably 48 hrs.

Paint entire body and previously painted metal surfaces with Floquil Enchantment Blue No RR57. I sprayed the body and hand painted the chassis for best effect. Now apply coat of Humbrol yellow to top half of long hood end and around window frames on cabin front.

Apply set of M n J VR loco decals and spray over with Testors Dullcoat, making sure you are in a warm room of at least 20 degrees celsius; below these temperatures the Dullcoat tends to spray far too much solvent onto the decals causing them to wrinkle and shrink.

That's it; now she is ready to be placed on your engine roster for a long and happy tour of duty as chief shunting and branchline motive power.

Since this article was prepared, the McBees bogie sideframes mentioned in the text have become unavailable. Bogie sideframe castings for the Y class will soon become available from Board Gauge Models. (Ed.)



CAN YOU HELP?

For the preparation of future articles in AMRM, we need information on the following NSW good vehicles:

- NHG Brake Vans painted red
- FHG Brake Vans with modified body styling — and logos carried by any of these vans.
- IHG Brake Vans — logos currently carried by cars 31689-31694 and 31697-31700.
- MSE/SE Flat Wagons.
- B Open Wagons (Nos 23100-23211 inclusive)
- BK Cement Wagons — James Hardie & Co Pty Ltd Nos 1-20 (NSWR Registration Nos 10055-10074).

Please direct information to the co-ordinator of these projects, Mr P. Rogers, PO Box 235, Matraville, NSW 2036.

PROTOTYPE PLAN VICTORIAN RAILWAYS "Y" CLASS DIESEL

Article — Peter Gibbs

Plan — Roger Johnson

The "Y" class diesel shunter of the Victorian Railways is one of the most active and frequently seen diesels on the roster, performing, as it does a multitude of duties in many parts of the state.

Although designed for shunting duties to replace the J, K, Y and D4 classes of steam locomotives, the "Y"s have proven extremely adaptable to such diverse activities as passenger working the Geelong line, transfer, mixed and freight operations throughout Victoria.

The class, numbered 101-175, was delivered in three batches of 25 between 1963 and 1968. In an unusual supply deal Clyde Engineering Co Pty Ltd was contracted to supply a locomotive down as far as the underframe, with VicRail supplying the bogies and traction motors.

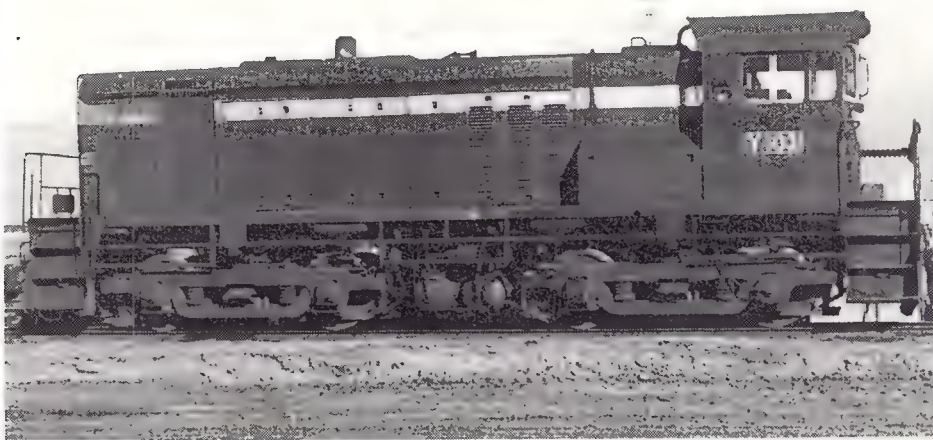
The reconditioned motors and traction equipment were salvaged from obsolete M class suburban power cars and in many cases had already done 40 years work on the Melbourne suburban network.

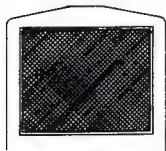
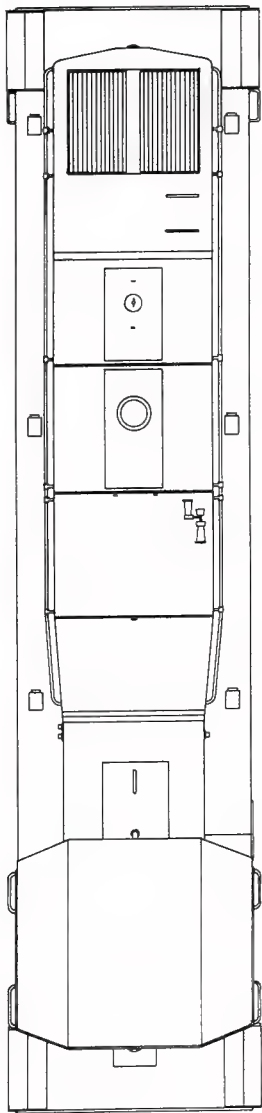
The contract for the first 25 was placed in December 1962 with Clyde, who offered a completely new model in their range. This was the G6B, which incorporated, for the first time in Australia, the widely used GM 567C 6-cylinder engine of 650 hp.

Dimensionally this model was very similar to the 1700 class which Clyde supplied to the Queensland Railways at about the same time. It even looked very similar having a long front hood, full width cab and platform, and no short hood.

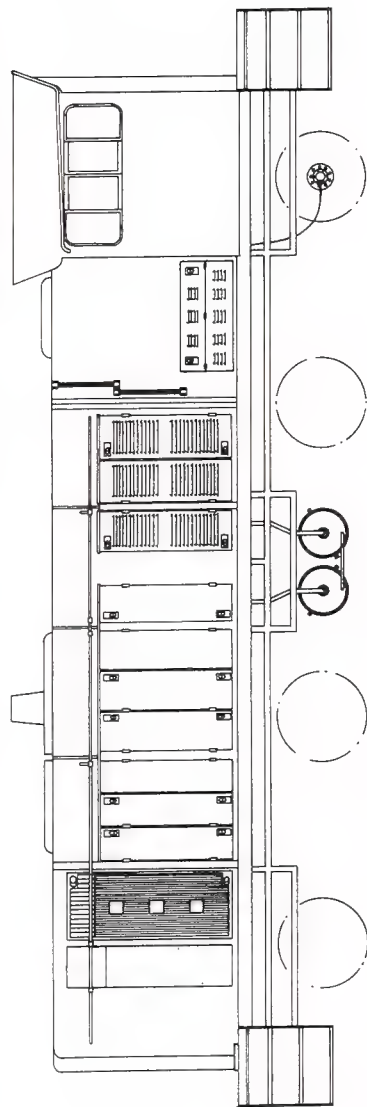
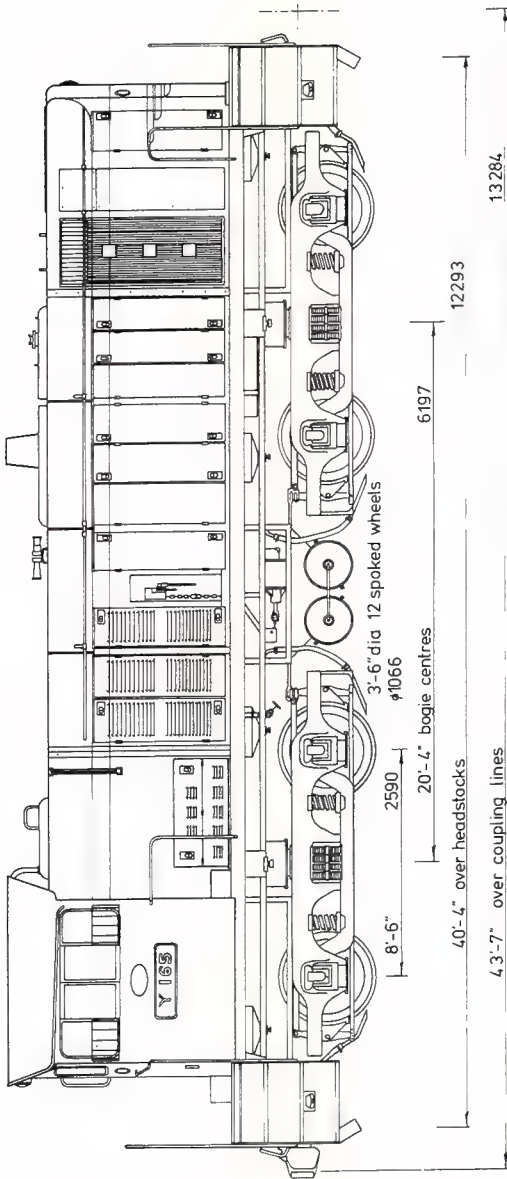
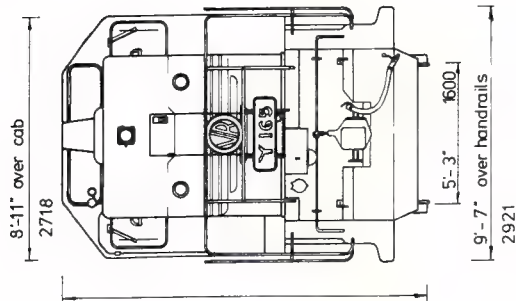
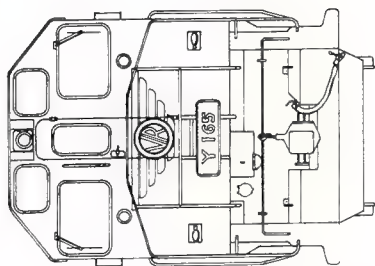


All photographs by Peter Gibbs and Bob Gallagher.





Alternative Grill Design



VR Y CLASS

Clyde G6B Diesel Electric

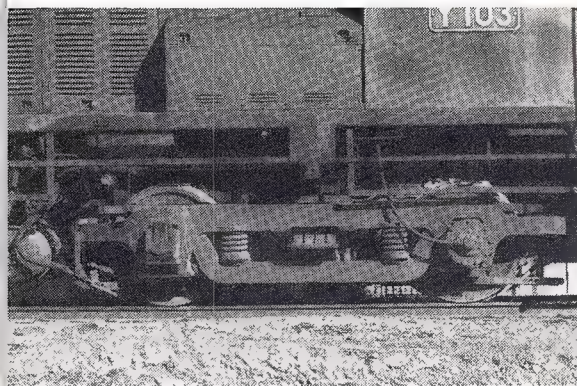
Class Units:- Y101-150 [EMD 567C Engine]

Y151-175 [EMD 645E Engine]



Unless noted, LHS and RHS are mirror images.

DRAWN R JOHNSON 11DEC77



DIMENSIONS

Gauge	5ft 3in and 4ft 8½in
Wheel arrangement	Bo-Bo
Diesel Engine	EMD 6-567C (Nos 101-150)
	EMD 6-645C (Nos 151-175)
Main generator	EMD D25
	EMD 25
Traction motors	Four GE 237
Horsepower	6500hp (447kW)
	750hp (559kW)
Wheel diameter	42"
Bogie wheelbase	8ft 6"
Bogie centres	20ft
Total wheelbase	28ft 6"
Length over headstocks	40ft
Extreme width	9ft 7"
Extreme height	13ft 9"
Axle load	16 tons
Total weight	64 tons
Maximum speed (except No 175)	45mph (75 kph)

A colour photo of the Victorian Railways 'Y' class is on page 32.

The GM diesel engine drives a GM main generator which in turn powers four modified GE axle mounted traction motors providing 35,850 lb starting tractive effort and a top speed of 75 kph.

The third batch of 25 units delivered between 1967-68 was fitted with a more powerful GM 645E engine giving out 7500hp. These units were allocated the same train loads as earlier 650hp with the resultant advantage of higher train speeds over a given distance.

A significant proportion of the 'Y' component parts are interchangeable with other VR diesels, especially engine parts, making for excellent cost savings in maintenance and service.

The 'Y' class locos are equipped to operate in multiple with each other and all other Clyde built VR motive power including the S, B and T classes. They can operate in multiples of up to four units controlled from the leading cab.

Two units are fitted with standard gauge bogies and operate in Melbourne and Seymour doing shunting and banking work. No 175 is geared for 125kph and is used on Commissioner's tour trains.

But the most common 'Y' operations can be seen at the major Victorian freight terminals and in the Melbourne yards where the locos do sterling service as the major shunting and transfer workhorse of the VR fleet.

MORE TRUCKS



If you want realism with your model railway you will achieve more with a few hours spent on scenery than spending a fortune on brass locomotives.

Take any goods yard — how long since you studied a real one. Table top or tray body trucks outnumber all others by about three to one in a typical operation.

Unfortunately they seem unavailable off the shelf. The only HO one I know is in the centre of the picture. It is a Matchbox Leyland, no longer available, and came with a construction site hut. I reworked it with dual rear wheels and a repaint.

The four others have been converted from various sources.

The extreme left is a Hino and was converted from a 6 wheel Zymex cement mixer. Matchbox Superfast wheels were used with 1/16 inch pop rivet stems for axles. If the chrome part of these is carefully painted a suitable colour you will get away with the illusion — but don't invite around the local model truck club. The tray body for this was

cut down from a Matchbox cattle truck. Save the sides and back for headboards on other trucks.

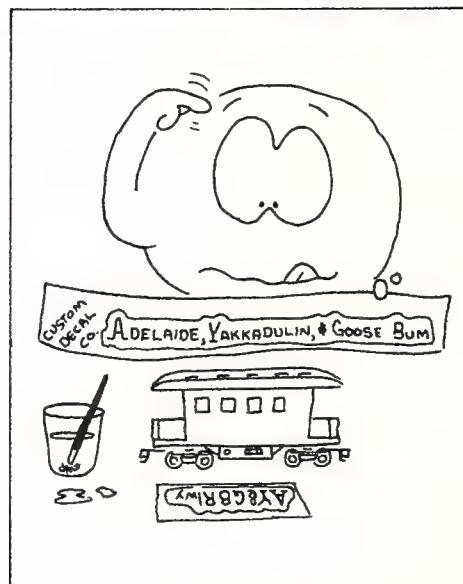
The second in a Fun Ho Ford cab and chassis. The wheels on trucks of this brand are unrealistically small. I carved up the chassis from a Matchbox Land Rover for axle supports which are glued in place with epoxy. The wheels are as for the Hino. The traybody is from scribed plasticard, edged with Slater's microstrip and uses a headboard cut from the cattle truck mentioned above.

The fourth is from a Matchbox grit spreader Ford with the under chassis scoop cut off. The tray body as for the Hino.

The fifth is a current Matchbox cattle truck with the body modified as above.

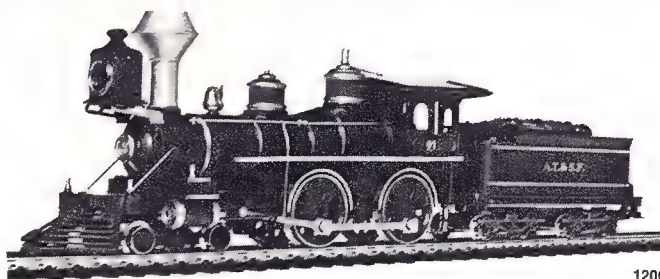
A simple conversion not pictured is achieved with Lima's Fiat open semi-trailer. Remove all trailer sides and fit an ex-cattle truck head-board front and rear. Be sure to paint all over to eliminate the 'plastic look'.

Max Chaseling





HO/00



1206

SOME POPULAR AMERICAN HO/00 LINES FROM RIVAROSSİ

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1206 Santa Fe 4-4-0 Old Timer	\$75.00
1212 V. & T "Genoa" 4-4-0 Old Timer	\$75.00
1254/2 "Big Boy" 4-8-8-4 U. P. with silver smokebox etc.	\$199.95
1529 Heisler Logging Loco 0-4-4-4-0	\$137.50
1832 U25C Single Unit Diesel Electric - Santa Fe	\$99.95

FREIGHT ROLLING STOCK

2255 Flat Car with stakes - Union Pacific	\$7.95
2259 Stock Car - Santa Fe	\$12.50
2306 Hopper Car - S00	\$8.95
2314 Old Timer 4-wheel Caboose - Virginia & Truckee	\$7.50
2349 Log Buggy - with logs	\$8.95
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2716 Santa Fe Combine	\$12.50
2717 Santa Fe Pullman	\$12.50
2718 Santa Fe Observation Car with end platform	\$13.50
2732 Santa Fe Diner	\$12.50
2743 Santa Fe Day Car	\$12.50

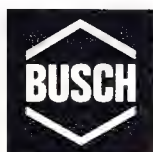
OLD TIMER PASSENGER CARS with end platforms

2992 Virginia & Truckee Baggage Car	\$10.75
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9135 B. & O. Switcher with slope back tender 0-4-0	\$59.95
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9331 Gondola - Union Pacific	\$4.50
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9341 Flat Car with stakes - Boston & Maine	\$5.25
9351 Standard Box Car - Canadian National	\$5.25
9356 Refrigerator Car - El Capitan (Santa Fe)	\$5.25
9363 Chemical Tank Car - Co-op	\$6.50
9365 3-dome Tank Car - Deep Rock	\$6.50
9371 Bay Window Caboose - Union Pacific	\$6.50
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9512 Santa Fe Fluted Side Pullman Car	\$10.25
9515 Santa Fe Fluted Side Tail Car	\$10.25
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9535 Santa Fe 1920's Pullman	\$9.95
9541 Santa Fe Observation Car with end platform	\$10.95
9559 Santa Fe 1920's Baggage Car	\$9.95
9564 Santa Fe 1920's Day Car	\$9.95
& two Continentals	
9554 CIWL Sleeping Car	\$14.95
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Ubiquitous Scenic Items for all scales



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GRASS MATS 750 x 1000mm (30" x 40" approx.) Each \$5.95 for fields, lawns, hillsides etc.

7220 Dark Green	7221 Mid Green
7222 Green with flowers	7223 Mid Green with bare patches
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7103 Lichen - Autumn tonings - yellows, browns reds etc. - 28gr bag	\$1.15
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PECOSCENE SCATTER MATERIALS AND SCENIC BACKGROUNDS

SCATTER MATERIALS .. Per Bag 95c

PS-1 Road Grey	PS-19 Flower Field
PS-3 Path Grey	PS-25 Fine Ballast - light grey
PS-5 Dark Earth	PS-27 Fine Ballast - mid grey
PS-7 Light Earth	PS-29 Fine Ballast - dark brown
PS-9 Moorland Grass	PS-31 Coarse Ballast - light grey
PS-11 Meadow Grass	PS-33 Coarse Ballast - mid grey
PS-13 Spring Grass	PS-35 Coarse Ballast - dark brown
PS-17 Poppy Field	PS-41 Imitation Coal

SCENIC BACKGROUND SHEETS

Small size - 178 x 340mm (7" x 13½")	Per Sheet .85
Medium size - 178 x 559mm (7" x 22")	Per Sheet .95
Large size - 228 x 736mm (9" x 29")	Per Sheet .95

	Large	Medium	Small
Mountain Lake	SK-11	SK-31	SK-61
Country Landscape	SK-12	SK-32	SK-62
Mountain Landscape	SK-13	SK-33	-
Accessory Sheet	SK-14	SK-34	-
Village	SK-15	SK-35	SK-65
Town	SK-16	SK-36	SK-66
City Centre	SK-17	SK-37	-
City Extension	SK-18	SK-38	-
Sky with clouds	SK-19	---	---
Country/Seascape	SK-23	SK-43	-
Country with river	SK-24	SK-44	-

Small sheets have same scene as larger sheets but do not have as wide a view.



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Sir,

I have recently read the March / April, 80 issue of your magazine and I wish to state that the article "Build A BPV" by Roger Johnson would be one of the best construction articles I have read in a model magazine. The detailed drawings which accompanied the article would allow even the most inexperienced modeller to construct a reasonably detailed model of a BPV van. The detailed step by step instructions in the text are easy to follow.

I am sure if articles of this calibre continue in the Australian Model Railway Magazine it will continue to grow in its circulation.

G. Bishop,
Coromandel Valley. 5051.

Sir,

I am quite new to model railways and have decided to model NSW in HO scale. Branch line locomotives have interested me as a source of power on smaller passenger and freight trains. They could also be operated in multiple to haul heavier trains, so I decided to purchase a few. However this was not as easy as I thought.

Since I was too late and missed the brass 48 from Berg's and being very wary of Friedmont kits, the 49 class was my next choice. However nobody seemed to have any kind of model representing this locomotive, and the same with the 47 class.

Surely someone must be aware that the 47 and 49 class exist, or perhaps there are models of them that I have not heard about. Since I have not been collecting AMRM for very long, maybe I have missed articles on them. Will there be one in the future? Despite these problems I am still interested in modelling branch line locomotives, even though the 47 and 49 do not pass through Goulburn.

Another point, concerning main line locomotives, is there anyone beside Friedmont, who manufacture 422 class models in HO scale? What about the 42 class? I am aware that Lima is making a model of this class but there are errors. The bogies are incorrect, the left-hand side of the rear end should not have windows, the horns should be on the nose, there is no cow-catcher (because of the large couplers) and there are no buffers. I know that Lima make this model to also represent the VR 'S' class and the ANR 'GM' class, but surely these errors could be fixed on the 42. It is quite easy to change the horns and windows, but what about the bogies? And how do you make a cow-catcher to fit the rounded nose? How are correctly shaped buffers made? Or maybe I have also missed an article on the 42. Hope you can help.

Gregory Tiropolis,
Goulburn, NSW.

There are very few modellers who can be totally satisfied with the models available on the hobbyshop shelves and the problem is usually overcome in varying ways. Scratchbuilding, modifying kits and r-t-r-models are some of the ways we can satisfy our basic requirements. One should never accept that the brass models are always going to be accurate and the locally made kits always incorrect. We must judge each model on its own merit. Most of them are inaccurate in some way or other, and this is where being a modeller can become interesting, for there is always a challenge in trying new methods to achieve the desired result.

AMRM will be printing scratchbuilding articles on the 47 and 49 class diesels later in 1981.

ABL Models will be releasing a finely detailed kit on the 48 class later in 1981.

Despite the (recent) heavy flack, Friedmont do produce some good models, and the 422 is among those in the good standard.

Lima make no secret that the 42 class is a repaint of the VR 'S' class. The conversion is not too difficult. Both Friedmont and ATM produce 42 class body kits or one could be built from Dom Taranto's article 'Rivarossi E8 to NSW 42 Class' published in the May/June 1976 issue of AMRM.

Hopefully, as the Lima 42 becomes available, some interested reader will write an article on the detailing of the LIMA 'S' to a 42, so that it can be printed in AMRM.

(Ed.)

Sir,

I have read with interest the letters concerning non NSW prototype models. I, like one of the writers, am both a student and a non NSW modeller. Over the two years in which I have been seriously railway modelling I have managed to accumulate seven VR locos all very cheaply. To my knowledge only four inexpensive models of VR types have been made which are fairly accurate and another three which are repaints of other types. Only two are accurate when compared to the real thing (not the plans) these are both Hornby-Triang products being the "S" / "GM" class and the "F" class

MAIL BAG

shunter.

As I said before I am a student and am on a very tight budget. I have no time for brass models or expensive (over \$30-40) conversions. So I have outlined a few inexpensive conversions for fellow poverty stricken VR modellers. First of all, the "F" class shunter. This is just a repaint of the Lima or Hornby BR 08 class shunter, or the Hornby NSW shunter. Next is an "L" class electric converted from a Lima Dutch 1200 class electric. This involves rounding off the nose and drilling four new windows per side and, of course, repainting.

The third conversion is the "M" class of which only two were built and VR is currently considering scrapping. The engine used is a Burlington Route 0-6-0 diesel shunter made by Bachmann although there are bound to be different paint schemes, as this appears to a fairly common type of shunter. A new type of top is built for the nose out of plastic sheet.

The other suggestions are: two "E" class locos from a Lima articulated military diesel: a "Y" class from an Athearn SW 1500, and lastly a "C" class built from either a Lima Santa Fe diesel or a similar type built by Athearn. As yet I have had no ideas as to building "B", "T", "W" and "X" classes. If anyone has any ideas about the aforementioned locos please let me know.

Paul Ewins,
Blackburn Nth. 3130.

For starters on the B class, how about the Hornby S class with the nose off a spare S body. See page 16 of the Sept / October issue. (Ed.)

Sir,

Being a modeller of whatever State system as takes my fancy upon taking up styrene and knife, I must heap praise upon the quite superb layout Woodend and upon the many fine models which grace it. And there lies the rub. Not a word as to how it was done.

The ins and outs of the layout would doubtless leave me bewildered and confused. As to what method was employed to letter the private use 'U' van or, the brand of soup tin used to make that interesting 'Y' class or, how the Triang fish van was cut down to make the 'BCE', ah, now that is a different matter.

I'm interested, as I feel others would be. Short articles would suffice I'm sure, if they covered such things as those aesthetically pleasing but difficult to make clerestory roofs with guards lookout; a plan for the Derm trailer; ditto for NN hopper; painting and lettering for private stock; what carriages are painted blue; some hint as to the manufacture of those steam engines. In fact anything at all victorian, (Qld, Tasmanian, whatever), that may be quite commonplace to you but tantalizing to someone in another State.

G. Parker,
Regents Park. 2143.

Many modellers share G. Parker's view and would like to read about the many fine models which were displayed on the Woodend layout, and hopefully this may eventuate in the future. However we must always bear in mind that it takes time to build such fine models, and usually twice as much time again to write about the model, and time is a very short commodity as far as prolific modellers are concerned.

As good as the models on Woodend are, there are many other modellers who produce models to the same class. We urge all modellers to share their attributes with readers, so we can all share the joys of such fine craftsmanship. Maybe Geoff can write a word or two as well! (Ed.)

Sir,

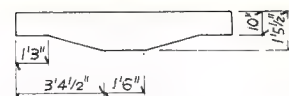
Now that various railway systems are changing their colour schemes, would someone care to produce a colour chart showing the different paint shades, schemes of state railway systems (say over the last two decades) in much the same fashion as house paint manufacturers supply for the paint colour selection.

This would be of much benefit to old and new modellers alike in the light of NSW-SRA and Westrail changing their diesel loco paint schemes.

Peter Smith;
Port Pirie.

AMRM is aware of the need for such paint shade guides and this issue includes two articles designed to assist the modeller who has not the ready access to the prototype of his choice. Hopefully, the three pages of prototype photographs will assist modellers to achieve that hard to acquire prototype shadings.

We would appreciate modellers writing to AMRM with suggestions for future articles, pertaining to colour and models. (Ed.)



VR FQX/VQCY Headstock.
HO scale

Sir,

I refer to the plan of the VicRail FQX plan/article in the November/December, 1979 issue of AMRM.

Despite the comment in the text the drawing published was based on the VicRail drawing which was incorrect. Accordingly, I have appended a drawing showing the headstock dimensions as measured on VQCY546.

Paul Hemsworth,
North Melbourne.

Sir,

Brad Hinton's editorial in the Nov/Dec issue raised several themes which I have been meaning to put pen to paper over for some time.

The basic thrust of Brad's editorial was that there are now so many loco and rolling stock kits coming onto the market that the average modeller does not have enough finance to purchase all of the goodies. As pointed out elsewhere in the Nov/Dec issue the purchase of the entire range would involve an outlay in excess of \$1600, a sum which I would agree with Brad is beyond most modeller's budgets. (This figure is inflated by the inclusion of the AD60 which many modellers would now have, this being its third appearance.)

However, whilst agreeing with Brad that outlays of this magnitude are rather daunting I am not sure I agree with his suggested solution to restrict the amount of models coming onto the market.

If one removes white metal and brass locomotives from the list then the total outlay drops to a more respectable \$200 approx. It is clear that it is the high cost of locomotives which is making a hole in the modeller's budget. The answer to this problem is not to restrict their availability but rather to increase the availability of lower cost items. What is really needed to keep the hobby growing is a wider range of off the shelf, plastic bodied diesel and steam locomotives. Brass will always be there for those who want it and can afford it.

Further I do not feel that there is an excess of rolling stock coming on the market. What we are seeing at long last is the creation of a supply of good quality, Australian outline models most of which will be available continuously in future.

Whilst we all like to rush out and purchase now there is no reason why purchases of say Lima and Trax cannot be spread over a period of time as the production methods of these models will mean that they will almost certainly be available for a long time to some.

For those of us who have been in the hobby awhile and can remember kits which came onto the market and then almost overnight disappeared will probably find the habit of racing out and buying immediately dies hard but the newcomer to the hobby will be able to quickly establish his rolling stock roster and this can only encourage the following of Australian prototype.

The above comments relate to the availability of models but the answer to this situation of too many locos and kits can also be found in the philosophy of many of us modellers of Australian prototype.

I think it is fair to say that the Australian modelling scene has been characterised by a strong element of collecting as opposed to modelling by followers of Australian prototype. This has led to this common attitude of wanting to purchase one of everything that comes on the market.

This collecting theme I think can be traced to two aspects in the current modelling of Australian outline.

Firstly there is the nature of the prototype. Most of us follow one of the state systems. Therefore the only discipline most of us apply when deciding on equipment purchases is "has it ever run on say the NSWGR (PTC, SRA, etc)?" If the answer is yes then buy.

Few modellers set themselves tighter criteria for purchase decisions but it is logical for a serious modeller to ask questions in the areas of time and location. That is, does a particular item fit in with the era being modelled or did this item ever appear on the part of the system being modelled.

Continued on page 45



Photo 1 Handmade Brill railcar number 33 alongside the platform at Longdale. The station is an SAR standard design based on that at Mount Barker but uses commercial paper sheeting rather than cast stone. The working train order signals were a time consuming project. Trees in the foreground are on saltbush twigs while those beyond the fence are wire with plasti-bond to form the trunk and branches.

THE MOPING BRANCH

layout built by
article prepared by
track plan for AMRM
photography

Kev Loughhead
Phil Curnow
Hugh Williams
Murray Billett

A colour photo of one corner of Kev's layout was featured in issue 100 and after many requests we return for a longer look. Trying to describe this L shaped layout is not easy if we are to avoid monotonous description or curve by curve accounts. Kev would prefer the description to be of help to the modeller so after describing the build up of this layout we'll have a look at some of the problems.

The Beginning

To set the scene we must go back many years. From the age of fourteen Kev developed his modelling skills building yachts and other marine models. In the mid 1950's he accompanied a yachting exhibit to a general hobby exhibition. During a break he wandered across to the exhibit of the South Australian Railway Modellers Association (SARMA has no official connection with the SAR). Impressed by the potential offered by railway modelling his interest in this hobby rapidly grew. He met Geoff Sowden who already owned an extensive operating layout and was convinced to build his own trackwork. John Nicholson tutored Kev in the finer skills of trackwork such that twenty years after the same methods are still in use. Kev joined SARMA and through it met other experienced modellers. Then came the time to build his first layout.

Here we find the first example of Kev's approach to railway modelling. Right from the start he was not a layout wrecker or modifier and whatever he built had to last. As

we shall see this still applies. He makes sure that before he starts a project it is fully thought out and then he does everything to the best of his ability at that time. The result is that layout areas built 15 years ago do not look rough or out of character compared with his later efforts. This contrasts with the more usual modeller's approach of building and wrecking two or three layouts before finding what he really wanted. Kev has built only one layout but like Topsy it just grew and grew.

He started by adopting the classic design of 'West Agony' developed as a wagon switching station by Terry Walsh and published in the Model Railroader magazine. He changed the trackplan from through station to a terminus and named it Yellowstone Ridge. Within five years other stations called Ogla, Sherwood and Moping Junction had been added and the whole lot was in a 14 x 10ft shed with four operators crammed into the narrow aisle and running trains as realistically as they could.

ABLO's influence

In 1960 Kev was one of a group of operation oriented modellers who formed the Adelaide Branch Line Operators. As well as the MBR there were two other operating layouts in the ABLO group, being Bill Coles' North Western Railway (NWR) and Stan Filsell's Nevada Central Railroad (NCR). Being part of ABLO imposed a degree of uniformity upon the layouts so that operators could move to

a different layout each week without having to readjust each time. The three layouts all use ex PMG 'centre off' track power (block) switches, waybill cards and fast clock, a standard four pin connecting socket for walkaround throttles and initially all used Rivarossi style couplers.

The ABLO group conceived a fictional land mass with three railways sited on it. A map was prepared with the NWR in the centre and the others connecting to it. As a result one of the featured goods trains on the Moping Branch from the beginning was the NWR goods which in theory hauled all loading for stations on the other layouts. In practice the wagons could be transferred between layouts because they had standard couplings and wheels. However this was rarely done. This system of interchange has been fine tuned over the years and is still very much a part of the operation today, and has been extended to include John Gordon's Belair Division. It is achieved with the wagon and waybill system described in the Jan-Feb 1977 issue of AMRM. The ultimate aim of ABLO was and still is to run trains as realistically as possible.

Moping's development

In the early 1960's the MBR was worked with a mixture of Airfix, Fleischmann (USA prototype), Varney and other odd pieces of rollingstock, all of which had scale wheels. Red was adopted as the wagon colour so all Santa Fe, etc. emblems were painted over and the wagon renumbered within its MBR



Photo 2 Above: Detail in a small corner near Dawsonville. In the foreground is a hide works loosely based on one near Bordertown. Beyond is a small mallee root saw yard.



Photo 3 Right: A closer view of the saw shed.

Photo 4 Below: The imposing station building at Southport with car 33 departing. At left is a part of the goods yard with a wooden bodied brake fitted with end doors suitable for passenger operation.



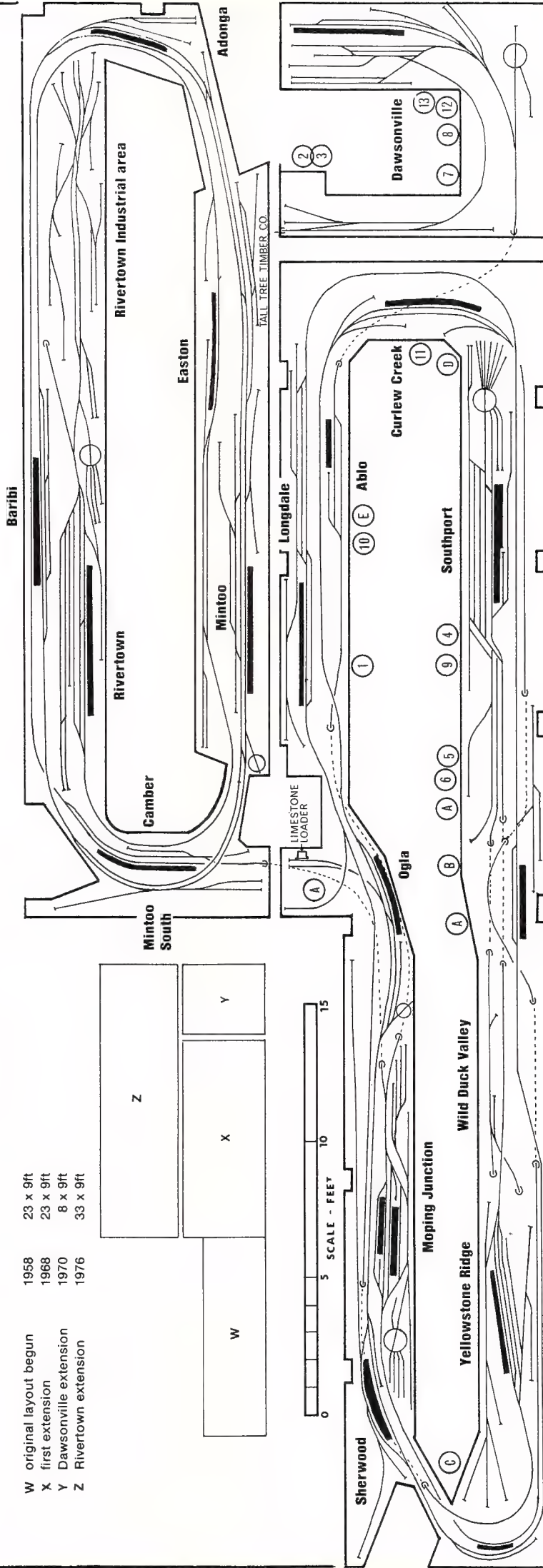
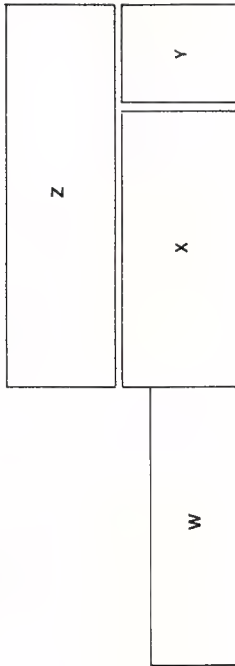
Kev Loughhead's

MOPING BRANCH RAILWAY

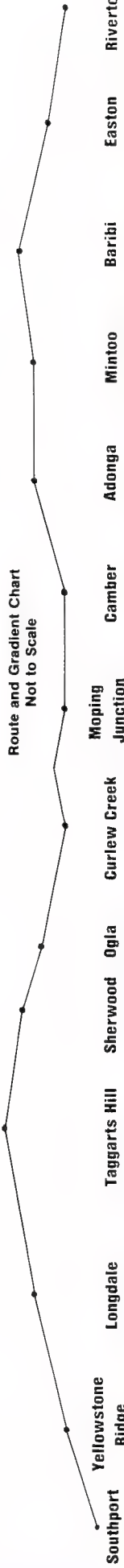
Other articles on the Moping Branch have appeared in AMRM.

Operating Card System — Jan/Feb 1977
Time for a cuppa — Nov/Dec 1978
Local freight at Taggarts Hill — Mar/Apr 1979
The Sherwood Shunt — July/Aug 1979

W	original layout begun	1958	23 x 9ft
X	first extension	1968	23 x 9ft
Y	Dawsonville extension	1970	8 x 9ft
Z	Rivertown extension	1976	33 x 9ft



Route and Gradient Chart
Not to Scale



The circled letters and numbers refer to photos printed in this and previous issues of AMRM:

- A photo in Nov/Dec 1978
- B photo in Mar/Apr 1979
- C photo in July/Aug 1979
- D colour photo Jan/Feb 1980
- E colour photo in this issue
- 1-13 photos in this issue.

At the time of preparation of this article the scenery in the Minto — Rivertown area was not advanced sufficiently for photos to be included.

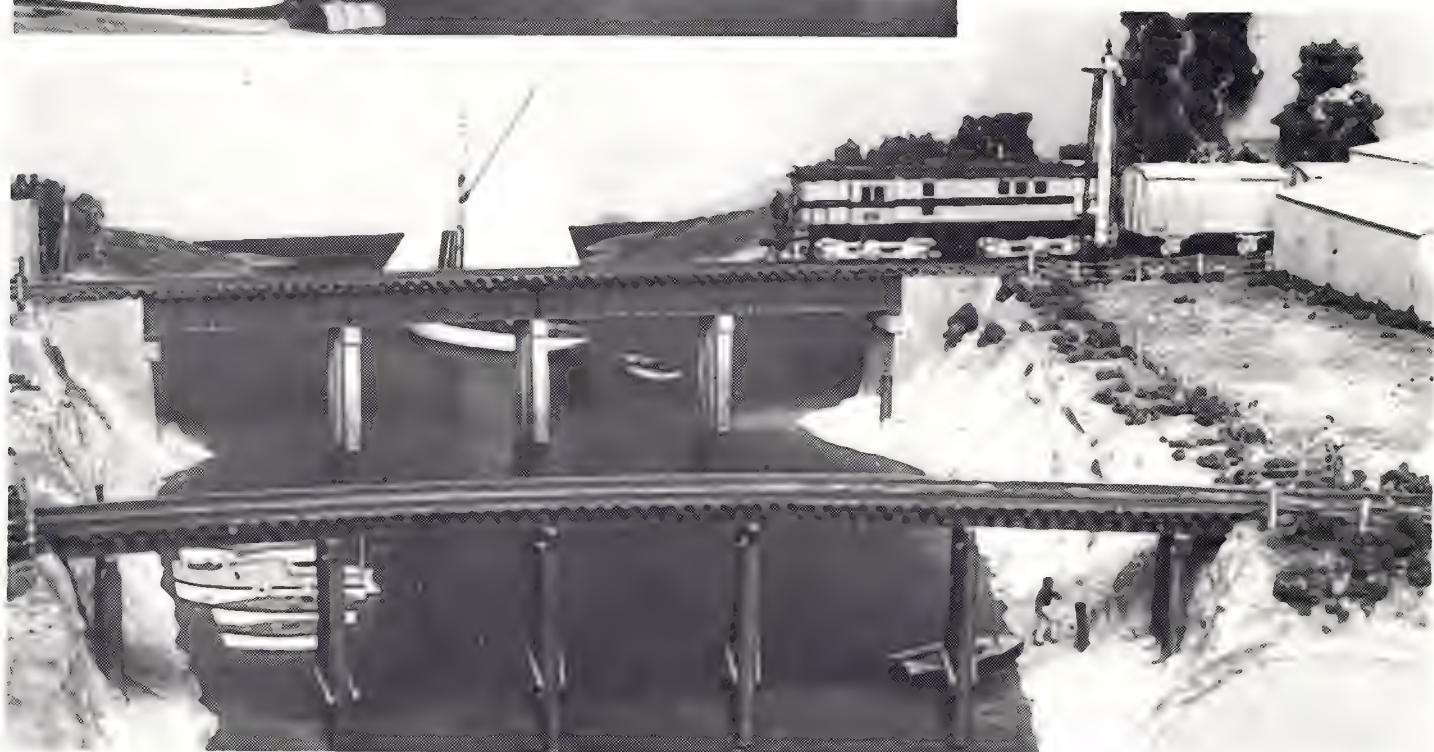


Photo 5 Above: *The ore unloading shed and wharf scene at Southport.*



Photo 6 Left: *A closer view of some of the hand made small boats which reflect Kev's interest in the sea.*

Photo 7 Below: *Another watery scene is the river at Dawsonville. 830 and a goods train is leaving the tunnel through the wall between the two rooms.*





A view of Longdale and its surrounding buildings and trees.



Photo 8 *The detail in these houses is typical of much of Kev's later work. Based on old houses he has seen around the older areas of Adelaide they are complete down to an axe in the chopping block. Black & white doesn't do the weathered colours full justice.*

grouping. Locos were mostly steamers as diesels were a little too new for a branchline type operation.

Kev considered that a railway had to have a reason for being, so he chose to haul limestone from a loader at Ogla to a factory in one of the hidden sidings. So was born the Ore Train which, as the main source of revenue, had to run to time or else heads would roll. Frequently it took priority over passenger trains: after all what non tourist railway pays its bills from passenger profits? There was only room for two hoppers to be loaded at the Ogla bins so each goods train through the station had to replace the loads with two empties. When a full train of loads was available an engine and brake were rostered out of Moping to do the delivery run.

In 1962 approx. the shift away from USA and British equipment to something local began when John Nicholson developed a method of building 8300 class brakevans using three overlapped layers of card for each side. Then followed Bill Coles' models of OW opens and RB insulated vans, both of which were later produced as kits under the North Western label. All of this enthusiasm reached a peak with the Brill 75 class railcar project and Kev built four, as did Bill. The excessive demands on time and effort, although producing satisfying results, has meant that a major construction project for all group members has only been attempted once more. Now those who wish to build a particular item get together and help each other. The use of SAR rollingstock was firmly entrenched on the MBR.

The first expansion

Around 1968 the first expansion occurred as the original Ogla was removed and the room effectively doubled in length. The addition was built wider to allow a wider aisle. After considerable thought the extension was married to the existing trackage with as little wrecking of the original layout as possible. In 1980 Sherwood and Yellowstone Ridge are still as originally constructed while Moping was altered slightly due to its changing role as through station instead of terminal.

Ogla was sited along one wall and still retained the limestone loader. Now Kev built Curlew Creek, Longdale, Taggarts Hill and a new terminal at Southport which as its name suggests has a wharf area and gave Kev another chance to model yachts. Southport had to be physically lower than any other station which meant the track to Yellowstone Ridge had the steepest grade on the layout; but more of that later.

The design of these stations is possibly of interest. Southport is both terminal and

wharf; Curlew Creek is home for the Bark Bros. timber mill which receives its logs from the Tall Tree Timber Co. trains. It also has a Noske flour mill, yet is small enough to go across an end wall. Taggarts Hill is built around a concrete pillar which marks where the new room was begun so it has a Z shunt from the main line into the industries to complicate life for goods train drivers. Longdale resulted from Kev's desire for one station to be twice as long as his standard train length so providing a contrast with the other stations. It has a dairy, silo and large factory among its industries together with a short branch to a log loader used by the Tall Tree Timber Co.

Kev purposely avoids repetition in the station trackwork and will not repeat Yellowstone Ridge at any price. In some respects that station is now too complex as some operators have been known to take forty five actual minutes to shunt the industries. This is more than four scale hours of the 6:1 fast clock and can knock designing of new schedules into the too hard basket.

The long bridge along the wall behind Southport fulfills two needs. If it was not built there would have had to be about eight feet of rock walling to hide the lower track which goes into Curlew Creek. A tunnel built that way is more practical than leaving the lower track open, but difficult to reach for cleaning. Kev chose to build a bridge instead which would avoid the rock wall and long tunnel yet still leave the lower track easy to clean. He chose a Bunel design following a photo in an English magazine and although it may be a little too 'delicate' for modern diesels it is none the less very impressive. The Wild Duck Valley and other branch lines leading away from Southport are remnants of track used in the original layout and now lead to hidden sidings under Yellowstone Ridge.

Beside the obvious changes there were also some more subtle changes occurring. Kev had grown tired of witty names for industries (ITZNO Soap Co.) so the new buildings have more commonsense names with an Australian flair such as Bagshaws Mill. Clive Huggan had earlier suggested using smokebush for trees but Kev used only the stems adding ground up sea sponges for foliage and now uses stems of saltbush which has the gnarled look required of gum trees. The haulage of logs by the T.T.Co. trains to the timber mill at Curlew Creek was added to provide variety on the layout.

The most dramatic changes were yet to come, however. Before long nearly all of the rollingstock was of Australian design. Then came the relegation of the steam locos to

shunting duties or scrap yards which was done for purely practical reasons. The layout was large enough that basic maintenance had become a major user of Kev's time, so when he realised that model diesels required much less regular maintenance than steamers he commenced a major change-over. Tyco was tried but was proven unsuitable for the trains he ran so he upgraded to Athearn. Even then he still had trouble with the grade of 1 in 25 from Southport up to Yellowstone Ridge. Coming downhill with more than about five wagons the engines would jerk violently or skid along the track due to the weight overcoming the endplay and free movement in the motor and gearing. Although it could be minimised it could not be removed entirely then the advent of flywheel equipped model diesels from Athearn proved a saviour. The train weight could not over-ride the flywheel and the skidding disappeared. Kev rapidly changed over to flywheel equipped Athearn and Atlas diesels so the F7 painted SAR maroon and silver became the MBR standard engine.

Dawsonville extension

In the mid 1970's the MBR acquired an extensive station at Dawsonville which was built in a tool shed sized room behind Curlew Creek. It forms the terminus of a two station branch off the main line at Moping Junction. Kev added a town scene with plenty of buildings and a river scene with more yachts. An HO_n2½ line was added with interchange facilities for loading to and from a mill complex. Several of the group members tried to get this narrow gauge line to operate to the same standard of reliability expected of the mainline but it soon went into mothballs, being replaced later by an HO lightly laid private line.

The operator at Dawsonville has no visual contact with Moping Junction but has to rely on a telephone. Trains come out of a tunnel punched through the end wall of the main layout room. The wagon cards which accompany goods trains are passed through another hole in the wall using a holder on a single wire.

Kadees at last

At about the same time Kev finally had to decide what to do about the Rivarossi couplers. Although reasonably satisfactory to use they were becoming more expensive and were not a popular scratch-building job. Their appearance also clashed with the rest of the layout which was becoming increasingly more realistic. The NWR had already converted many years before and the NCR had just been changed over with a group effort. Now in a system that reeked of conformity among the three layouts the MBR was now an exception.

The advantages of Kadees were obvious as was the cost of converting several hundred pieces of rollingstock. Quite plainly the time required was beyond one man to achieve reasonably quickly so once again the ABLO group rallied to the cause and the conversion was achieved in a little over a month. The realistic operation and appearance as well as allowing operators to use their own engines made the effort entirely worthwhile.

The Rivertown extension

When Dawsonville was nearly complete Kev's modelling had been refined to the point where he wanted to specialise on that area which gave the most pleasure. Obviously steam locos were on the bottom of the list whilst buildings were now on top. Up till now he had built a lot of rock wall and grassy hillocks around the layout but he wanted to make more buildings. Sure he could rebuild his first efforts but that was against his modelling principles. Besides, they did not look out of place anyway. The only answer was to expand again, hopefully for the last time.

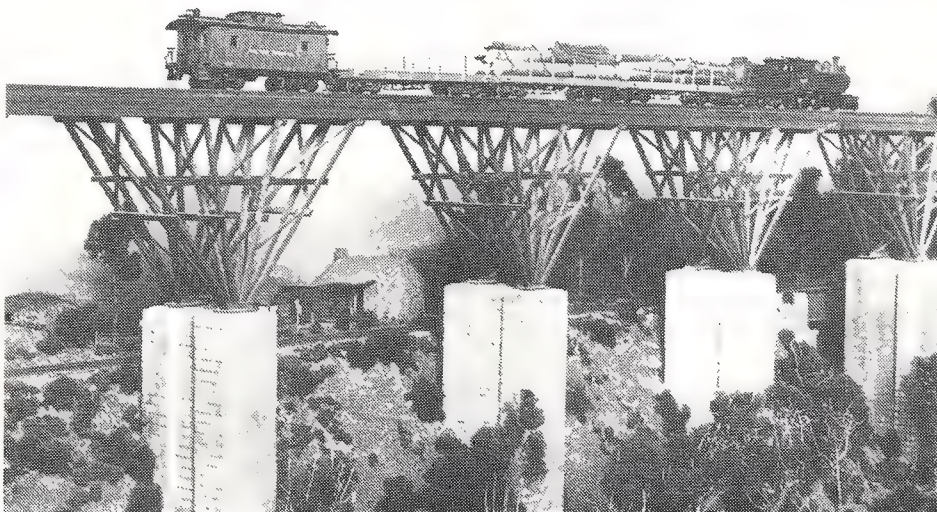


Photo 9 The Tall Tree Timber Co. log train crawls across the Brunel styled bridge which is sited behind Southport Station.

THE MOPING BRANCH

Once more Kev turned 'brickie' and added a 33 x 14ft room alongside his present layout room with Longdale remaining on the joining wall. Instead of country scenes this whole room was to be industrial areas with sufficient buildings to last until he fires of galvanised iron and brickpaper.

He decided to model each of the stations on the ABLO map between Moping Junction and the NWR interchange at Rivertown. Mintoo runs along one wall and has a large variety of industries which are readily accessible from the passing sidings. Rivertown runs along most of the opposite wall and is in two parts, one being a station area which forms the terminus for train working, whilst the other part is a complex network of industrial tracks leading to a maze of loading tracks which can keep one operator busy for most of a night if required. The connection to NWR leads away from the station area and forms hidden sidings along the rear wall. Sometime in the future the Locos and brakes for this service will be painted in NWR colours of bright red and silver to give the proper impression of another railway. Adonga is along one end wall and has a showground and freezer works. Camber, Easton and Baribi are all simple one passing siding stations. When work first began in this room Camber and Rivertown were directly connected until the remainder of the mainline was complete.

Where did the station names come from? In the first rooms Kev worked to a pattern as the significant letters of Dawsonville, Ablo, Moping Junction, Curlew Creek, Ogle, Sherwood, Taggarts Hill, Longdale, Yellowstone Ridge and Southport make up a sayingDAM COSTLY SPORT. This bit of wit helped new chums locate the sequence of stations more easily. In the new room there is another sequence. The significant letters of the station names Camber, Adonga, Mintoo, Baribi, Easton, Rivertown make up the name of the first station in the room:— Camber.

Expansion causes problems

The addition of the Rivertown line has caused problems that had to be overcome

- A duckunder could not be avoided between the two rooms without demolishing most of Longdale and then reducing the walkway in both rooms to allow the track to curve back on itself with the now standard thirty inch curve.
- To enable the roof of the two sheds to drain effectively the floor of the new shed had to be six inches below the other, so not only do you need to duck under but also go down.
- The standard ABLO electrical system using PMG keys is for them to be mounted vertically in the control panel so the top position is UP main, the centre is Off and the lower DOWN main. The two main cabs will drive anywhere on the layout if a block key is pushed into the required position. With a total of fourteen stations on the MBR this proved impractical, so the new room has its own set of power supplies for each cab and the two rooms can be switch connected for through running at Camber. With some other power supplies in use the layout can easily handle twelve operators but a new schedule would be required to increase that number.
- A new clock had to be obtained. Dawsonville used a clock face mechanically driven from the rear of the fast clock in the main room. This could not be done for the new room so the search began. Warren Benedict located a large face digital style Hanimex clock which could be regearred to 5:1. After buying the third unit Hanimex ceased to sell these clocks so the other ABLO layouts still use a mechanical clock.
- The sudden increase in sidings and goods trains caused a grave shortage of SAR style rollingstock so some of the old Airfix four wheelers returned to service now fitted with Kadees. The size of this layout can be appreciated by Kev's decision to build not

one nor even five but fifty OBF four wheel open wagons and then follow with vans, flats, tankers, etc. The MBR operators are quickly learning the art of casting from original moulds.

How is it operated?

Each operator supplies his own controller wired to suit the standard four pin plug and twelve volt DC supply. Several inertia throttles are in use but they are not predictable for timetable operation using a wide variety of motors as the response from each varies considerably. Inertia driven trains frequently run very late usually because the loco doesn't start on time. Anyway, a competent operator should and does obtain equivalent acceleration with simple controllers. For non scheduled goods trains the inertia throttle provides very interesting operation.

The function of the PMG switches has already been mentioned but in addition to the UP and Down main selections an additional switch converts either main selection to a local transformer for that station. There is a separate control panel for each station and all powerblock switches are inserted in the track diagram. Point operating switches and levers are mounted in a separate group to reduce any confusion. Station local cabs can be connected by throwing additional connecting blue coloured keys at each station. Unscheduled trains work through the layout using these blue keys.

On a typical operating night we find the allocation of operators to be;

up main
down main
Southport terminus
Rivertown terminus
a blue key goods
Moping Junction
opposing blue key goods
Dawsonville
log train
dispatcher
spare for special trains



Photo 10 This hotel and street scene is in the Longdale area. Part of the street continues as paintwork on the cement wall.

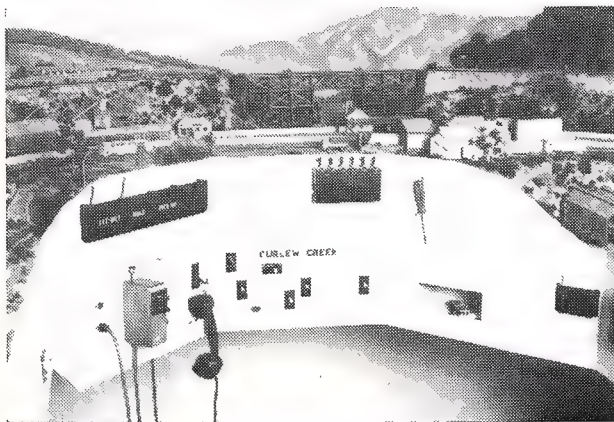


Photo 11 A small print of a photo used previously shows the operating equipment at Curlew Creek including track power switches, phone and old controller. Above is the wagon card rack and point control switch levers.



Photo 12 and 13 Two views of the houses and shops near the Turntable and loco facilities at Dawsonville.



Others can be added at various locations throughout the layout, depending on their experience. If insufficient operators arrive jobs are deleted from the bottom of the list, but a minimum of five are required and then terminal operators may work other trains to keep the system going. If available the dispatcher sits at a desk alongside the Dawsonville operator and all operators advise arrival times at stations and seek permission to depart by speaking to him on a 'party line' system of phones.

Operators of passenger and goods trains follow them around the layout handing over all wagon cards to terminal operators as required. Each operator sets his own block switches and preferably drives the train toward rather than away from himself. A schedule has been prepared that divides a 24 hour day into two parts which requires one night per part. The combination of this schedule and the wagon cards means that no two nights are the same.

The layout is operated nowadays as a separate division of the ABLO group on the first and third Monday of each month. Any fifth Monday becomes a work night. Preliminary maintenance is restricted to each operator cleaning portion of the track by wiping it with a block of cork. The rooms are reasonably airtight so that polishing with abrasive blocks is rarely required.

Lessons you may learn from

A layout of this size obviously must hold some lessons of value to modellers.

- A modeller intending to build a large layout should get his construction technique sorted out before he starts, otherwise

maintenance can become an interest destroying task. Note that once he had found a reliable point construction method Kev will not change it. He also has opted for the most reliable locos he could find and adopted strict standards for wheels, couplers and wagon weights.

- It is probably not every modeller's style but Kev's adherence to high standards and his reluctance to wreck something he has built has allowed his layout to grow yet remain completely workable.
- When he designed his original layout he did not intend to expand it, so when that happened he saddled himself with several awkward spots. The problem with the over steep grade out of Southport has already been discussed. Several sharp curves from the original design near Sherwood restrict the size of locos and rollingstock he can run. The very long run from Moping to Curlew often means the operator is driving blind because of operators who have to stand in his line of sight to work their trains.
- The duckunder between the rooms has already been mentioned. By rearranging the schedule the need to duck can be minimised but not removed. The short passing sidings at the original stations provide some operating problems for crosses etc. although they were well suited to the size of trains originally used. Similarly the narrow walkway near Moping has become a bottleneck. The low height of Southport is of concern to taller operators who find they have to stoop or else anchor themselves to a chair. The Ningarri, Wild Duck Valley and Poorman's Plains branchlines out of Southport would be

more practical if they could be beyond the station and so avoid the need to remarshal all trains which increases the load of work for that operator beyond that required of nearly everyone else. The point to note here is that when you design a layout build into your plan some possible extensions. You may never build them but if you decide you will avoid awkward spots.

Being an industrial area the need for plasterwork is minimal in the new room so the room looks very bare while waiting for buildings to Kev's high standard to be installed. To overcome this problem he made a heap of real quickies using simple cardboard shapes roughly painted with windows and names drawn on. The room now appears to have 'life' yet the bulk of the buildings are obviously only temporary. This also has an advantage in showing if the proposed size and location is practical as they could restrict the view of shorter operators.

Visitors

I realise a lot of readers will be almost 'breaking their necks' to get a chance to see the Moping Branch. Bad News! as a result of damage and other problems caused by visitors a few years ago Kev now has a strict NO VISITORS policy. He is however, only too happy to share his knowledge and workmanship with AMRM readers through the pages of this magazine.

References:

Terry Walsh — *Model Railroad* June 1960 'West Agony'.

ADVERTISING ON VR 'U' VANS

Some of the Victorian Railways 'U' and 'UB' louver vans carried advertising on their sides. The vans known to have special paint schemes are:

U1013 Peters Ice Cream
U1016 Peters Ice Cream
U1053 Peters Ice Cream
U1115 Koala Twin Pack
U1156 Haig
U1209 Sunshine Biscuits
U1231 Sunshine Biscuits and later Hutmill
U1233 ?? not known
U1236 Stihl Chain Saws
U1236 ?? not known
U1238 ?? not known
U1258 White Crow
U1299 Younghusband
U1346 Peters Ice Cream
U1368 Koala Twin Pack
U1369 Hutmill
U1404 Edinburgh Paint
U1412 Victorian Producers Co-op
U1439 Stihl Chain Saws
U1456 Edward Trenchards the other side lettered Australian Estates
U1627 Haig
UB19 Younghusband
UB24 Hendersons Springs each side painted in a different style



The above photograph, from the Ron Stewien collection of part of a rail crash at Tintinara, illustrates one way a railway vehicle can be 'written-off' the books. If, as in this case, the vehicle has some special significance to modellers (or historians) that has not been adequately recorded for future reference, the result can be catastrophic. If readers have any relevant information on advertising signs, please send it to the AMRM research team so that all modellers can share an interesting aspect of modelling Australian railways.

This list raises a few questions:
— Which van number was used by Hardy's?
— A photo exists of a van lettered McNamara's Trenchards. Is this U1456 at a different time, or another van?
— When did the style of the Peters lettering change?
— When did U1231 change from Sunshine Biscuits to Hutmill?
— What were the colour schemes for various vans?

If you can answer any of these questions,

please write to let us know. If you have any photographs, b&w or colour, please send details such as date, location, and which side of the van, brake lever or not, brake wheel left or right end.

Only with your help can the complete story be correctly documented and illustrated in your magazine.

Phil Jeffery.

Send details to:

Phil Jeffery
PO Box 235,
MATRAVILLE, 2036

FREIGHT FORWARDING ON THE LAKELAND RAILWAY

David Leaman outlines his method of model railway operation.

Freight forwarding is an important matter for any railway, real or model, and several systems have been proposed for managing this problem in the model environment. Many have been detailed by Chubb in his book "How to Operate Your Model Railroad" published by Kalmbach. Others have appeared in this magazine (e.g. 'Operating Card System', Curnow, Jan/Feb 1977) or others. Indeed, I read Chubb's book to see what I could learn about this question, having previously evolved my own system in isolation. The book is stimulating overall but disappointing for the single-handed operator. To the club operator, the family group or the owner with many reliable friends it is invaluable.

The Lakeland Railway has a traffic density and operating schedule which is as complex as any in Chubb's book, but it is designed for one-man operation. The traffic density could be increased with multiple operators. However, with one pair of hands 'on the regulator', every aspect of the operation has to be planned for economy and efficiency. Yet, if possible, any compromises made should not detract from the operation or prototype principle. All this means that a lot of fancy paperwork, or card shuffling during operations, is just not on. My solution to this problem is derived from a reduction to basics arranged to suit the single operator — the most common operator type in the hobby, yet the least considered in the literature. Group operators will have no difficulty translating the system for their use. Its great advantage to groups is that a little preparation time can provide for many running sessions.

System origins

The Lakeland system uses a reference card for each wagon, a pack of playing cards and a working card for each train; but uses little preparation time and no operator time during operation. It evolved from the early days of timetabling when the operating rule was 'give everything a reasonably equal go in the scheduling'. Translated to goods wagons this meant that all were to be run in each operating cycle. At the time there were about 70 wagons, so this implied either five large trains or five moderate and two smaller trains. The system at the time was single end-end with oval. Wagons were allotted to each train on a fixed roster basis but grouped by types. No train was fully loaded and this allowed for the introduction of new wagons. The system worked easily since the wagons stayed together in strings and trains ran to schedules like passenger trains. As soon as the timetable teething problems were sorted out in respect of balanced traffic, good flow, turn-around, loco maintenance, fuelling etc an indication of time available for marshalling was possible and the goods system was discarded. It was unrealistic, uninteresting, non random and did not simulate prototype practice.

Since then the Mountview yard has been expanded by 20%, Portlea introduced as another end, and the wagon stock increased to over 90. Operating rules and timetabling have been fine-honed, as has the goods system. All scheduling is now based on a 6:1 clock and a balanced traffic demand. The route schematic diagram is shown in Figure 1.

On the prototype

Prototype wagons are directed to a particular destination as a result of customer request. The customer indicates the type of load, the size, when it is to be moved and the railway organises to provide the necessary wagon(s) in time to meet the customer's deadlines. Some customers are regulars and have fixed contracts which may require the same type of stock each day. If the customer is big enough unit trains may be created for him. Such trains may also be provided if several similar customers are involved regularly or if goods are similarly packaged (e.g. containers). In many cases one can observe goods trains with about two-thirds of the train composed in the same way each day, so that a particular service is easily recognised even though various other wagons may also be included in the consist.

Other customers make patchy demands or requests and these may require special management to cope efficiently. The railway usually has a slight surplus of general purpose wagons spread about to cope with this situation. Total demand — regular plus irregular — varies each day and so trains have a varying wagon mix and overall load each day. If demands exceed normal traffic allocations then extra trains may be run or, if the stock movements are not urgent, wagons are held over to the next day.

In each case there is ample time for the customer to load and his client to unload the wagon. Depending on the type of goods or wagon involved and wagon turn-around, hold time is usually 6-24 hours. For some unit transfers it might be as little as 3 hours whereas other wagons may stay in a yard for weeks. The number of trains servicing a destination may affect holdover time.

What our model needs

Our model operation needs, at its simplest, four things.

- a) A set of goods services. The set should provide at least one return service each daily cycle to/through each destination. It should allow transfers to be made. The density on some routes may be higher than one per day but it should be possible to shift wagons about fairly comfortably. This is all

really a scheduling problem which may require some experiment (done before making any attempt to 'go realistic' about forwarding) before a good balance is provided for goods services. This is another of those subjects that needs to see a lot more articles!

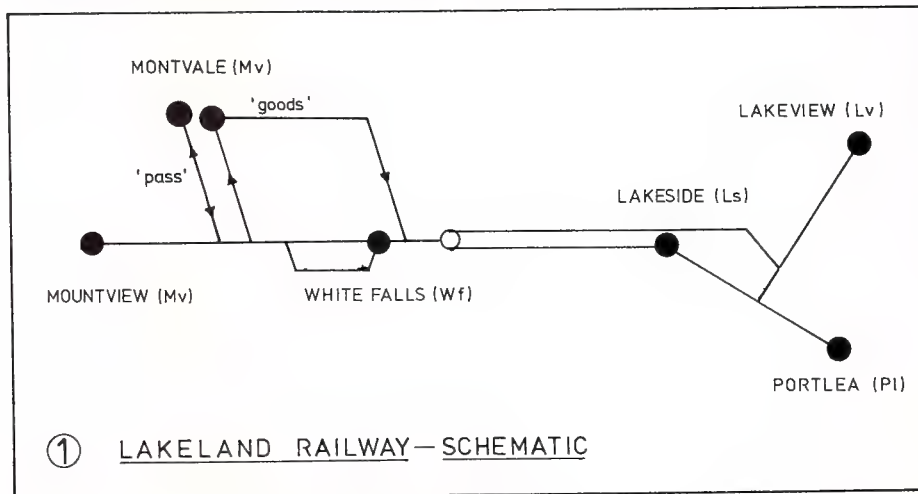
- b) It needs contract goods.
- c) It needs some means of guaranteeing a holdover handling time.
- d) It needs some means of processing 'request' and request destinations.

Of course many other details *could* be included. Loads, load variations, supplier names, company details, etc. These are not necessary and inevitably involve more paperwork — and none of these details show to the railway watcher. This is my compromise — I have omitted them altogether. But their absence does not show; the trains run smoothly, require random marshalling, show variations, etc.

Wagon classification

It will be noted that my crude original system actually meets the requirements for contract goods except that all wagons were effectively under contract, were carried on specific routes/trains and were given a layover guaranteed by the timetable. That is, if train 1 brought goods from Lakeview to Mountview; left them in Mountview yard and then removed wagons delivered earlier by train 2. Ten to twelve hours later train 2 would return with another wagon set (probably the previous set returned) and collect those brought in by train 1. The only place in the system where swaps or shunting cannot occur is at Montvale which is a double track through station (fiddle yard). Consequently entire trains are held there for 4-6 hours. Since one line is normally reserved for passenger traffic Montvale 'goods' can only accept five trains per daily cycle. It does in fact receive six; the extra using the passenger line in the early morning hours.

Thus a decision was required. Which wagons would stay on contract and which should be freed for request. This choice depends on many things; stock mix, lineside definitions — industries, etc. The various destinations should be examined and industries assigned in some coherent way.



Many may already be part of the lineside detail. It does not matter provided there is stock to service the industrial theme — real or imagined. In Lakeland traffic sources are:

Lakeview: food products, paper products, plastics, furniture, coking coal.

Portlea: metal fabrication. Port: grain export, general transit.

Montvale: Railhead for grain, vegetables, fruit. Heavy industrial centre based on oilfield, steaming coal and ironstone.

Mountview: light industry, cement, glassware, quartz sand, wine.

Lakeside/White Falls: no major industries, but require occasional general supplies. Lakeside: perishables daily.

It will be obvious which types of wagon are present from this list. Clearly grain, container and coal wagons could be unitised and the various named or fixed purpose wagons (tankers, sand, wine, fruit, cement) were defined as contract while general purpose wagons (vans, refrigerator cars, opens, flats, etc) were defined as request. Ballast and hopper wagons have been classed as railway purpose and are used according to incident card instructions. Some of the vans from the request class were also defined as contract wagons since it could be expected that some general stock could be included in most trains. At this stage the contract stock can be organised into available trains. For example, current scheduled traffic on the Lakeland Railway is:

Train Run Main traffic

130: Mv-Lv: via Wf: gen. vans; loaded wine, fruit.

131: Pl-Me: empty grain train.

132/133: Mv-Wf-Me/Me-Mv: no contract service.

134: Me-Wf-Lv: loaded oil tankers, empty chemical tankers.

135: Pl-Lv: containers.

136/139: Me-Mv/Me-Mv: no contract service.

137: Lv-Me: empties, coking coal.

140: Me-Pl: loaded grain train.

141: Lv-Ls-Me: fruit, stock, general small goods, perishables.

143: Pl-Lv: gen-refrig. vans, containers.

144: Me-Lv: steaming coal, some empties.

145: Lv-Mv: gen. vans; empty wine, fruit.

146: Mv-Pl: loaded powder coal, sand; empty acid; container/vans.

147: Lv-Me: empty/loaded containers.

148: Me-Ls-Lv: as for 141.

149: Lv-Me: empty oil tankers, full chemical tankers.

150: Me-Pl: as for 147.

151: Pl-Mv: empty coal, sand; loaded acid; container/vans.

152: Lv-Pl: gen/refrig. vans, containers.

This set of trains caters for all stated industries (in each direction), services all centres, allows connections for all stock types of which most can be made within one cycle. This train list also gives an indication of traffic density on the Lakeland Railway. Marshalling time sets the limit on train numbers and the above service is comfortable enough to allow some extras. An extra Lv-Pl-Lv service is quite common. So much for the first three of our basic goods needs. But how to handle the requests?

Request wagons

A card (100x150 mm is ample) is first prepared for each wagon classified as 'on request'. Figure 2 shows an example. Wagon length and tonnage (assumed loaded) is

included in case the prescribed carrier becomes overlength or overloaded for route sections. If there are several of the same type of wagon they are numbered (flat 1, 2, etc.) or referred to by class type and given unique numbers, but this is not absolutely necessary. Ruled lines on the cards are labelled cycle number, destination, train(s). The only problem is how to randomly determine destinations since we are now only dealing with 'go anywhere wagons'. The wagon card is used for reference and recording purposes only and can be filed away. It takes no part during actual operations.

The destination formula

It was mentioned earlier that playing cards are needed, but any set of appropriately labelled cards will do (playing cards are certainly advised during testing since the formula is so easily changed). The luck of the draw yields the destination. At present the 53 cards in the pack (including Joker) are proportioned as follows: Lakeview: 1-4 hearts; Lakeside: 5-9 hearts; White Falls: Joker; Montvale: 10-King hearts, diamonds; Portlea: clubs; Mountview: spades. Lakeview presently receives a small allocation since much traffic passes through it anyway and the deal ensures the occasional holdovers.

This formula is based on traffic capacity and yard capacity factors but in practice may need a little experiment. The most critical factor is yard capacity; it should not be possible to deal to a destination more wagons than there are average-sized yard spaces (remember that contract wagons will be present as well) since this tends to clog things up too much. It can be coped with if that is your bent but it is not necessary to make life more difficult. In practice a yard really fills since the odds are

② WAGON CARD

LARGE REFRIGERATOR CAR (4) (115 mm) (16t tare/16t cap)							
Cycle	0	1	2	3	4	5	6
Destination	Pl	Pl	Ls	Pl	Mv	Me	Mv Me
Train	—	—	135/141/ 148/152	151	—	136/139	136/139 drop Wf
Cycle	7	8	9	10	11	12	13
Destination	Ls	Pl	Mv	Pl	Me	Pl	Mv
Train	148/coll.WF 152	151	—	146	143/149/ 134/152	151	146
Cycle	14	15	16	17	18	19	20
Destination	Ls	Wf	Ls	Me	Ls	Lv	
Train	135/141/ 148 drop Wf		148 coll. Wf	149/134	141/148	—	

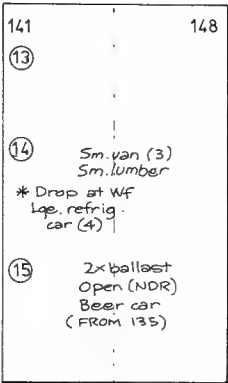
FOR TIMETABLE D4 SUMMER 79/80

③ FORMATION SLICE

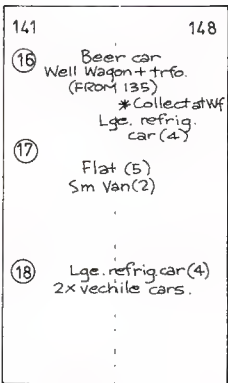
Cycles 13 18

Trains 141/148
(return MONTVALE -
LAKESIDE service)

141: Lv - Ls - Me
148: Me - Wf - Ls - Lv
for request wagons only



Side 1



Side 2

④ TRAIN ENVELOPE TO CARRY FORMATION SLICES

TRAIN: 141/148

CONTRACT:

- 1 lge. van
- 1 lge. refrig. van
- 1 ventilated van
- 1 lge. fruit van
- 1 stock van
- 1 sm. van
- 1 baggage car

L: 775mm W: 225+

LOCOS: C141 / C1216

RESTRICTIONS:

- Ls bypass: 1800mm
- Load: 500+

against all of one group, say spades, coming up. Any formula biasing Lakeside, for example, would simply mean that more extras or a new service would have to be provided. The formula is an individual thing and works best if the critical yard condition is met. At the present time Lakeview has about 45% of the total yard capacity (soon to be increased) and can hold, at a cram, every wagon. A large home yard, or box on the floor, is essential when the number of request wagons is large and the various other yards in the layout are relatively small.

The Lakeland system runs only 20 wagons on request at the time of writing and so the normal pack is ample. But as this is soon to be increased to over 40 a pack/formula change will be needed. Two things may be noted. (1) Given the extant train services many proportions are fixed. For example, Mountview could not cope with more wagons unless more services were provided. (2) It should never be possible to deal all, or nearly all, cards since this would mean that the smaller yards would be kept jammed, which is undesirable and unrealistic. Practically, wagon numbers should not exceed about two-thirds of the pack number. Thus when the number of wagons is increased a larger pack must be used and the proportional weight of the home yard increased. For my next stage I will be using a 500 pack with all the extra cards allotted to Lakeview. This will maintain a low overall ratio of wagons to cards whilst ensuring that small yards (like Mountview) or limited services (like to Lakeside) are not greatly affected. It will simply mean more wagon selection and more standbys at Lakeview.

Thus to determine wagon destinations the wagon cards are spread out on a table, the card pack shuffled and then one card dealt to each wagon card. The interpreted result of the deal is recorded on the wagon card for the cycle represented by that deal. The playing cards are then collected, reshuffled, and the process repeated for each cycle. Several cycles should be decided at the one time and recorded.

If consecutive deals repeat the same destination then it means that the wagon will have an extended layover. However, this is not possible at Montvale (fiddle yard) and three methods have been used to resolve the problem. First, ship the wagon to Montvale from Lakeview and return; repeating the process in the next cycle, with the Lakeview intermediate being understood on the wagon card. Second, ship the wagon to Mountview; move it from Mountview to Montvale on consecutive cycles, with the Mountview intermediate being understood. Third, consider it an illegal deal and deal another card until a legal deal is obtained but at the end of the deal for the cycle so that the card loss does not affect other routings. The third is probably the best option although the first works well. The second strains the limited Mountview yard. The best choice will be governed by the layout.

The carrying trains

With several cycles of destinations recorded on the wagon cards carrying trains must be assigned. Some attention may need to be given to the next cycle in order to minimise holdovers or optimise transfer arrangements. The wagon should also be placed with similarly rated stock or types or else train speeds etc. might be changed. Such choices may not be possible and the operating rules exist to cover such situations. When the combination of trains has been decided and entered on the wagon card (see fig. 2) a train check must be made.

Train formations

Train allocations are copied on card strips (say 50 mm slices from 150×100 mm cards). Normally about four cycles can be entered on

each slice. The train number is written on the top and the slice divided into, say, four cycle numbers. This is done for each train number and sufficient slices are prepared to cover the cycles dealt. An example of a train formation slice is shown in Figure 3. The wagon cards are checked through singly and all train decisions are transferred to the formation slices for the relevant cycles. When all the train decisions have been transferred a quick glance will show if load or length problems are likely to arise for any particular service.

To be able to do this prepare a small envelope for each train number in the schedule and write on the face of it the contract wagons assigned, their total length/load, and the classes of loco normally provided. Note any route restrictions. Such an envelope is shown in Figure 4. If it appears that a particular service might be overloaded do the arithmetic. If there is a problem re-examine the wagon cards for the wagons involved and check the destination sequence to see if any alternatives are available. If not, consider the operating rules, types of wagons, and consider whether layovers or extra services provide the best solution. Previously made train decisions for the wagons involved after the offending cycle may also be altered.

When all is settled the train formation cards form the marshalling guide. When a train is to be made up, its formation slice is drawn from the envelope for that train and the wagons organised according to the contract needs on the envelope and the request needs for the cycle as shown on the slice. Thus there are never any problems or decisions during actual operations. The slices should also record any abnormalities about transit, such as drops, pick ups, late arrivals from transfer which warn that the train might not be finalised until very close to departure, etc.

How to start

Introduction of the system is very simple. Having decided which wagons are contract/request consider the time in the schedule where action will start; then place the contract wagons in the appropriate places. I recommend a midnight start. With this in mind simply note where all the request wagons are and record this in a special column (cycle 0). The deal for cycle 1 then gives them somewhere to go immediately. Deal out several cycles, decide destinations and trains and make up the formation slices. The system is then ready for use and will keep itself thereafter. When operations are nearing the last dealt cycle repeat the process for an extension. It will be apparent that it is not wise to make train determinations for the last dealt cycle of one preparation session since these might be changed by the requirements of the first dealt cycle of a new session. Do not make allocations for any last deals until the set has been extended.

Loss of schedule

The timetable used has a certain amount of flexibility built in. This allows the operator to cope easily with trains running slightly early or late and so few problems arise if changes in consist or loco power require speed changes. However, a major accident of a very rare but catastrophic incident car may severely disrupt services. Such an eventuality could create havoc with goods forwarding due to its pre-planned character. In order to minimise the chaos the Lakeland Railway has some special operating rules to cover such instances. Basically post-disruption priorities are given to clearance of stranded traffic and then goods traffic takes precedence over all other traffic with the exception of two-digit intercity services. Turn around is pared to the minimum allowed by the rules until the timetable is restored. Thus all goods trains run and the forwarding system is maintained. Some other traffic may be cancelled.

Conclusions

The Lakeland system generates varied trains, interesting marshalling, and every wagon movement can be accounted for by some rational explanation — should anyone ask. Example: 'that van for Mountview?'. 'Oh yes, to drop sheet paper', etc.

About eight cycles (32 hours actual running time on the Lakeland Railway) can be generated in a short evening. To a club, this represents eight club nights for the investment of one man-night. And it is a system unaffected by events between club nights if the order of the schedule is followed. One has only to note the time and the cycle to know the status of everything. The paperwork is basic — a record of decisions made, which helps resolve any errors or omissions in transmission to the formation slices or in running, and a marshalling guide/checklist. To the single operator this system gives prototype appearances, right down to the switching list in the yard, without a lot of entry work or card shuffling during operation. It is easy for the single operator to devote a couple of hours every so often to set the advanced programmes and having done so he is free to concentrate on other operational complexities which demand attention during the running of a railway system in miniature.

A short series of articles, by David Leaman, describing in detail a model railway operational system will be published in future issues of the Australian MODEL RAILWAY Magazine. (Ed.)

AMRM NEWS

by Bob Gallagher

Notes this issue will be brief, for most of our time has had to be employed redoing much of the work for this and future issues. The fire at Publicity Press was in some ways devastating, for some photographs that can never be replaced were destroyed. To those individuals and organisations who were so understanding at the loss we acknowledge our thanks and appreciation. Also destroyed in the fire were two inserts intended for the destroyed issue. One was a four page catalogue for Hobby Warehouse in Queensland and the other a colour insert for Peter Jones' China of the U.K. illustrating on plates, cups and other china objects, the 150th Anniversary of rail travel in the UK. The destruction of both these inserts precluded the two advertisers from displaying their various products and prevented AMRM readers from acquiring some fine products. Hopefully, some arrangement will be made in the near future to undo the loss.

Articles . . . Damaged in the Fire

As far as we are aware, all authors of articles which were destroyed in the blaze have been advised of the loss. Some can be readily replaced, while others will have to be completely rewritten. There were, however, some reviews, letters and readers hints that were totally destroyed, and are unlikely to be replaced. We offer our apologies for the loss and trust that the authors of the lost material will not withhold their support from AMRM in the future.

For the record, no correspondence between readers and AMRM staff was lost in the fire, so we cannot offer the fire as an excuse for not answering letters, but we do ask readers to bear with us for some months until we catch up.

Please keep copies

As indicated above, a large portion of our 1981 article content was destroyed in the fire, but in most instances we will be able to overcome the loss because the authors kept copies of their work. In some instances where copies were not kept the article has been lost until the author has the time to reproduce the work.

Some readers expect AMRM to keep copies of their work, but this is beyond our means (remember the AMRM office is spread over a few residences and train rooms) both financial and space wise. We thus request readers to keep copies of their work, until at least the article has been printed.

Continued on page 46



COLO DIR

The Australian railways have had many attractive liveries on their locomotives. In this special spread are shown some of the classes that have been used by the Australian MODEL RAILWAY SOCIETY.

Above Right: On 16.1.1977, the 705 occurred since delivery. It was painted in a silver waistband and a black nose, which is flanked by a pair of 93. This is common to engines working on the main line.

Right: 44222 in original livery.

Above left: A pair of 705 locomotives during September 1977. Each loco carries a black stripe, which is a shade of mustard paint. The locomotives were in good care. 705 was a

Left: A few weeks after the livery as applied by the NSWRA, which was not to be added. The locomotive shows the red and silver paint, which was a mustard and red.



During 1980, the NSW railway authorities experimented with colour schemes on the noses of some 44 and 442 class locomotives, the endeavour being to make the engine more noticeable, especially in the country and on level crossings. At the time of publication a number of 442 class locomotives had been painted similar to that shown on 44225, pictured at Eveleigh loco in August, 1980.

Photograph by Graham Ball.



Y121 sporting standard VR Y class livery.

REFUL ELS

stems employ some
omotives. Included in
few of the locomotive
d in current issues of
AY Magazine.

1 shows the changes in paint scheme that have
yellow ANR emblems and a brown roof are changes,
s with black fuel tank are still original colours. 701
one clean and the other showing the exhaust soot
South Australian south line tunnels. Photograph by
Graham Ball.

R) colour scheme, at Penrith in February 1972. Pho-
graph by Graham Ball.

Locomotives rest in the sun at Broken Hill (NSW)
the different shades of the mustard colour hue
ved that the Peterborough shed used a different
used by other sheds) to paint locomotives in its
rough loco. Photograph by Ray Johns.

roduced to traffic, 703 sits in Broken Hill yard in
ufacturer. Note the absence of the staff exchanger
er eight years. The SAR 600 class in the background
arried by the standard gauge locomotives until the
was implemented. Ray Johns photograph.



The colourful livery of Westrail is illustrated by the above
photo of a WBC.

PROTOTYPE PLAN

Article by Joe Moir
Plan by Roger Johnson
Photographs by Joe Moir and Ross Hurley

WAGR 'WBC' Class Brake van

Introduced to the Western Australian Govern-
ment Railway standard gauge system in 1966,
the 'WBC' class brake van was an improved ver-
sion of the 'WBA' class van, which in turn was
derived from the South Australian Railways
8300 class brake van which was covered in the
May/June, 1980 issue of AMRM.

There is a total of eighteen 'WBC' vans in the
class in all, the first ten (road Nos 861-870) were
built by the SAR workshops at Islington, and the
next eight (road Nos 871-877) were built by the
WAGR workshops at Midland Junction. The

class was built over a five year period with 861
and 862 being delivered on 22.10.66 and the
last, WBC 877, being outshopped on the
17.4.71. One more van was built after this, WBC
878 and this was outshopped on the 22.2.74,
but was built for and owned by the Western Min-
ing Corporation. This van was for use on the
WMC nickle trains which run from Kalgoorlie to
Kwinana, but is used in a general pool service
with all other vans.

Vans 861 to 870 cost \$28,894 each while
vans 871 to 878 cost \$32,459 each. All brake

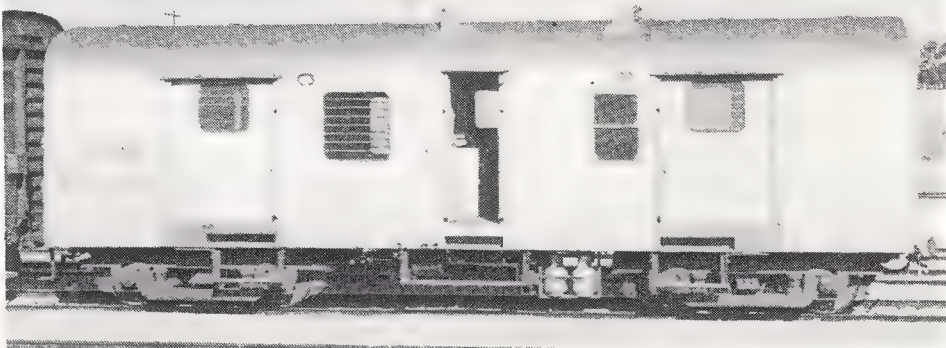
ry, at Dynon loco. Photograph by Peter Gibbs.



The WBC van was an improvement on the WBA van, the above photograph illustrating a WBC and WBA together.



WBC 878 at Robbs Jetty yard on the 23.4.74, on it first trip. This is the van owned by Western Mining Corporation. The guards window side is illustrated.



WBC 870 at Forrestfield marshalling yard. It is fitted with a small whip aerial and not the more common bar style illustrated on WBC 878.

vans are still in service.

Modifications

WBC 876 was fitted with air and vacuum brakes in 1976 for use on a special wheat consist of narrow gauge 'XW' wheat hoppers which were fitted with standard guage bogies to cover a deficiency of wheat wagons on the Westrail system. This special consist was hauled by a KA class locomotive, which had been converted from a narrow gauge RA class locomotive, which still retain the dual air/vacuum brakes.

WBC 866 and WBC 870 are fitted with a separate compartment for crews travelling passenger. (A term used to describe the journey crews take between their varying points of duty). The internal fittings of the compartment consist of two ex-AYU railcar trailer bench seats and a wall mounted gas cab heater. There is no external differences in the vans so fitted. Eventually all vans will be so converted.

Construction

The vans are of all steel construction and weigh 28.83 tonnes. They have a load capacity of 12 tonnes giving an all-up weight of 40.83 tonnes.

Livery

The paint scheme carried by the WBC vans is golden yellow all over, including bogies and underframe. The lettering is black with a blue

Westrail symbol or WAGR lettering. Some units have been sighted with a black Westrail symbol. The WMC symbol on WBC 878 is painted black.

Modelling the WBC

With the introduction of the HO scale SAR 8300 class brake van by LIMA, an accurate WBC van is within the reach of most modellers. For the demanding modeller there are a few modifications that can be achieved, the list of variations between the 8300 vans and the WBC being listed below. The colour of the paint scheme is not too difficult to achieve for there are numerous shades

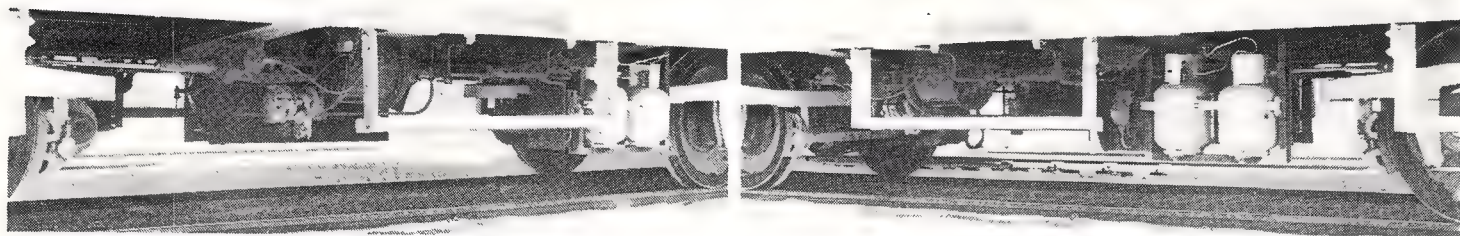
of (Westrail type) yellow available on the market-place.

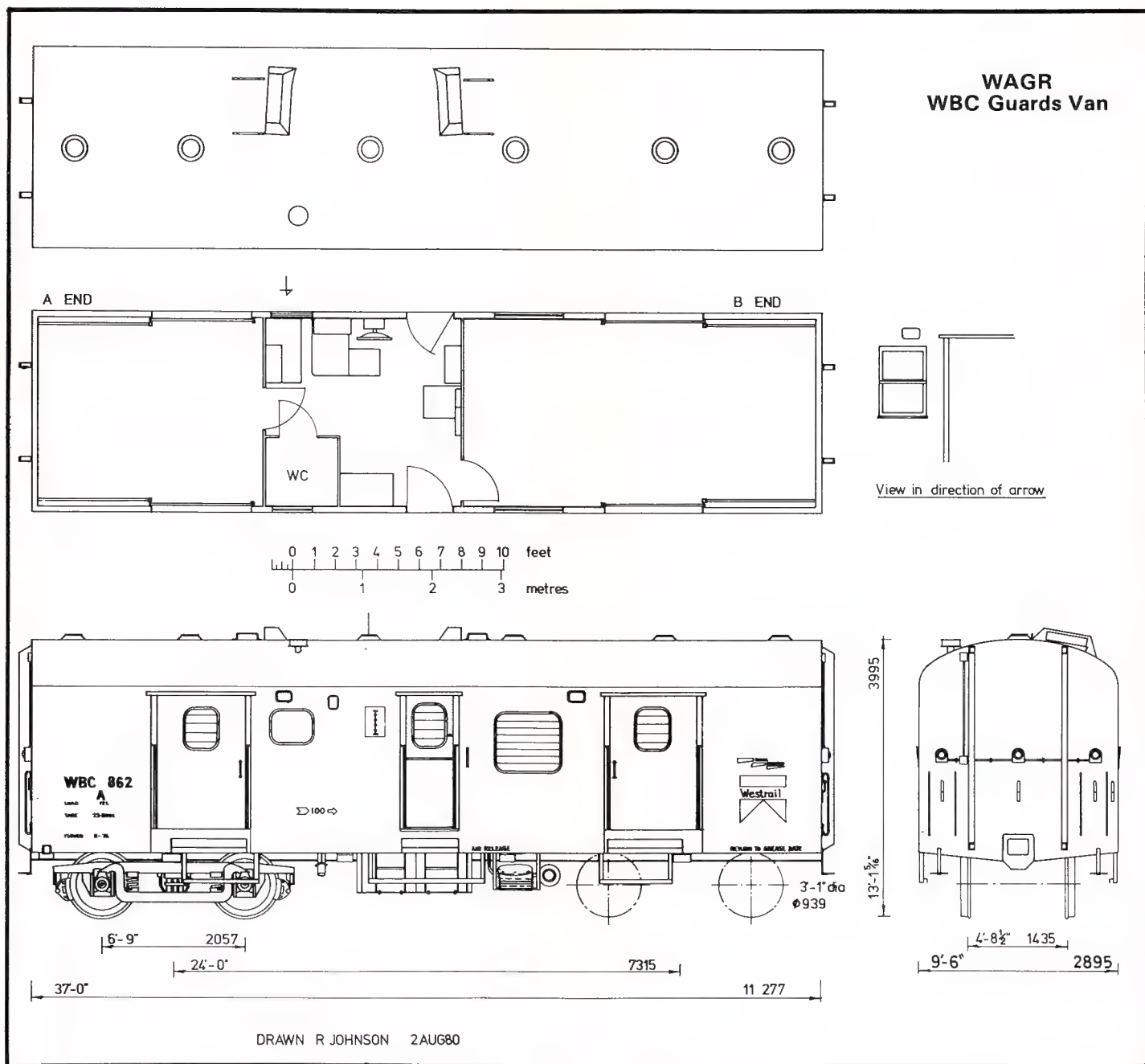
For the new van Humbrol No 8 gloss is available. For shaded (used) vans Humbrol No 24 or Floquil reefer yellow can be used. Any flat or gloss black can be used for lettering while Humbrol No 14 or Floquil light blue can be used for the Westrail symbol.

Differences . . . 8300 and WBC

The main points of differences between the WBC van and the 8300 van, plus items of interest is as follows:-

- i. Checker plate under the main doors.





- ii. Bogies.
- iii. Except for the guards window all windows have rounded corners.
- iv. The guards window frames are chromed on all vans.
- v. The lettering is black except for the blue Westrail symbol and the white WMC lettering.
- vi. The made in WA symbol is on all the vans in the WBC 871 to WBC 878 series.
- vii. Gas bottles mounted on the side in easy

- view.
- viii. Footsteps under all doors.
- ix. There is a shunters step on each side of the ends of the vans plus handrails.
- x. Bars behind all the windows except the windows in the guards compartment.
- xi. The interior of the WBC vans are painted a dark creamy yellow while the guards compartment is painted off-white.
- xii. Lettering is the same on both sides but on diagonal corners.

- xiii. The small windows in the sides are side loading lights.
- xiv. The addition of a window in each of the sliding doors.
- xv. The 100 speed symbol is painted red on a white background and replaced the old 60 miles per hour symbol. The 100 speed symbol indicates the maximum (in kph) speed allowed by the vans.

MODELLING TIPS

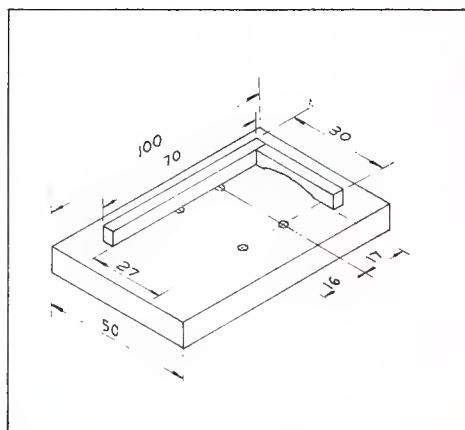
TRAX 'LCH' BUCKET



For easy assembly of the bucket of the TRAX 'LCH' kit, a jig was found to be helpful. It only took minutes to make, but the use of it ensures that all buckets are square and the edges even.

A section of pineboard was cut 100mm x 50mm (or thereabouts) and a couple of 3mm square timber sections are cut and added to the base. The edge of the small section that joins the base is bevelled to allow clearance for the struts on the end of the bucket. Four holes (3 / 16") are drilled, and the timber nailed down. Refer to diagram and photograph.

Graham Ball.





701 works upgrade through Yantaringa on 21/5/77. Its silver roof is lost beneath a heavy coating of diesel soot.

THE 700 CLASS ALCO DIESELS

Phil Curnow describes this SAR/ANR diesel class and uses its introduction to form ideas for issuing your new model loco into service on your layout

The six engines in this class are, at 2,000HP the most powerful diesels purchased by the South Australian Railways. At 110 tons they are not the heaviest as the English Electric 900 class walk away with that crown at 126 tons. The 700's axle load is slightly greater than the A/co 930 class however the wheel base of each bogie is shorter so the effect is to concentrate the load more.

At the beginning of the 1970s the SAR was experiencing locomotive shortages and placed an order with Goodwin-Alco for three more of the 1600HP 930 class. Goodwins were already designing the 442 class for the NSW so the order was later changed to the more powerful design. The new class of SAR diesels was allocated the same number series as the 2-8-2's introduced by Commissioner Webb in the late 1920s. The NSW's first of the new design was 44201 and it was issued in March 1971 and commenced trials. 700 worked its delivery run from Sydney via Broken Hill and was issued on 22/6/71, 701 on 12/7/71 and 702 on 16/9/71. Contrary to reports in other publications these three were allocated to the 5'3" broad gauge and based at Mile End. On 2/12/71 engine 703 was issued at Peterborough for the standard gauge system and was followed by 704 on 6/1/72 and 705 on 28/3/72.

News of rough riding at speed during 44201's test trips to Penrith soon reached Adelaide and the first trials of 700 were awaited with interest. Although SAR's track speeds are not as consistently high as the NSW the new class did not give a

comfortable ride so Islington Workshops gave the bogies special attention. As with most new designs the 700s had their problems however, it seemed that the broad gauge suffered a little more than the standard gauge trio. This may have been due to the different operating conditions for the two groups.

The standard gauge line between Port Pirie and Broken Hill was built in the 1960s and has a ruling grade of approximately 1 in 80 toward Broken Hill and 1 in 120 toward the coast which is the loaded direction for ore trains. Load limits for a single 700 were set at 2250 ton Broken Hill to Peterborough and 1940 ton Peterborough to Broken Hill. Through ore trains from Broken Hill to Port Pirie were allowed 2400 ton. Twin 700s were allowed twice the single load. Just for comparison the through ore load limit was 4800 ton for 700-700, 4500 ton for 700-600, 3450 ton for 700-830 and 3450ton also for 700-830-830. The 830 class had been converted from narrow gauge and had offset couplings. Speed limits were set at 70mph for the 700s and 75mph for the 600 and 830 classes. Although the 700 had a lower speed limit their greater power allowed them to catch up time when working the Indian Pacific to 600 class schedules.

On the broad gauge they were intended to mainly work the Jet and fast freights between the marshalling yards in Adelaide (Mile End, Dry Creek or Gillman) and the connection with the Victorian Railways at Serviceton. This meant they would work the heaviest load

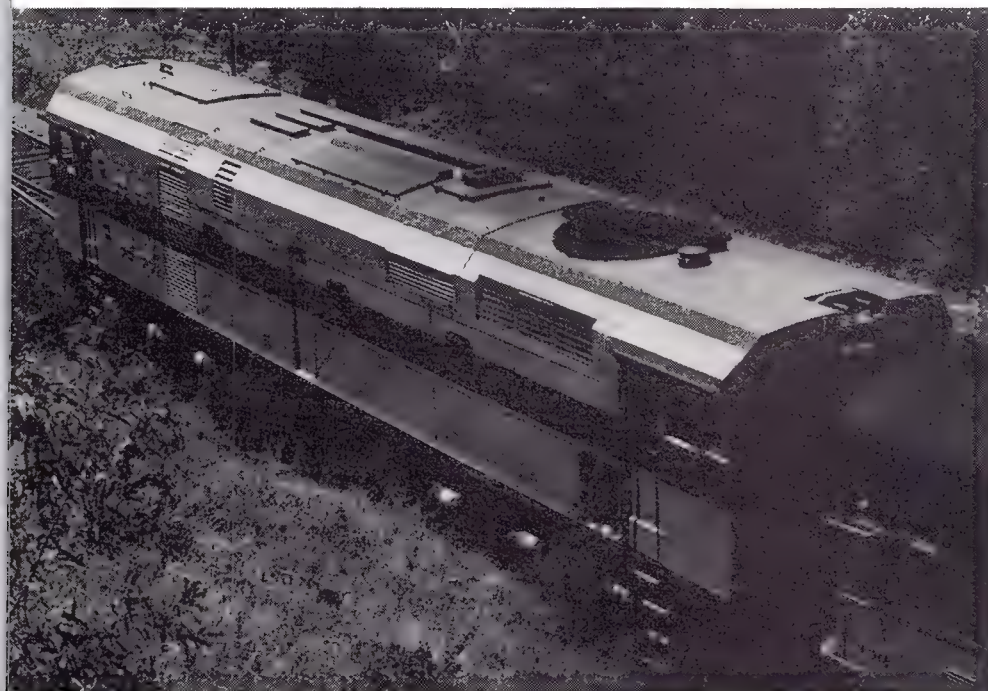
possible at about 8 to 10mph over the 1 in 40 grades of the Mount Lofty Ranges and then run heavy trains at 50mph between Tailem Bend and Serviceton. The first recorded run of a 700 on the Overland was on 18/8/71, nearly two months after being issued when 940-700-Dynamometer Car headed the passenger train out of Adelaide. As part of its load trials 700 hauled 750 tons from Mile End to Tailem Bend and returned with 843 ton. The Dynamometer Car was included in both runs. The load limit was later set at 700 ton which compares favourably with the 570 ton limit for a 930 class. These test runs and regular workings revealed a few problems including rough riding and insufficient force in the independent brake. The most serious however was the overheating of the generator when hauling heavy loads at low speeds.

Apart from these problems the new class proved their abilities on the South line and in January and March of 1972 engine 701 recorded the highest mileage run by any diesel on the SAR being 9148 and 8631 miles respectively. At this time 700 to 702 were used most frequently on the 400 mile return trips to Serviceton. Twin 700 workings were common especially on Saturday for driver training however this practice ceased in about 1973 and has occurred rarely since then and usually for loco balancing.

Although 700 to 702 had been delivered via Peterborough they rarely wandered away from the South line. A broad gauge 700 did not return to Peterborough until 4/11/73 when 700 replaced 902-908 after one of them



Shortly after being repainted in the standard gauge's 'mustard pot' colour scheme 703 was severely damaged in a bridge subsidence at Crystal Brook and was sent to Islington Workshops for repair. It worked many trial runs on the broad gauge before returning to the standard gauge and on 20/12/75 703 + 955 slogged their way through Long Gully.



Twin 700 class worked an ARHS tour train to Woodville photographed by Roger Billett in the Parklands on 19/8/72.

failed while battling with snails on the line near Roseworthy. On the Port Pirie line they were just as rare although 702 worked a ballast train as far as Lake View (93 miles) on 12/1/73. I don't know the first time a broad gauge 700 reached Port Pirie but the second recorded trip was not until 8/7/77 six years after their delivery. The Australian Railway Historical Society (SA Division) hired a 700 class for three first runs. The trip with 700 to Victor Harbor on 26/2/72 was marred when the track spread at Goolwa on the return trip and two carriages were derailed. The train was still accelerating after the station stop so nobody was injured. There were no problems on the first trip to Angaston on 23/2/74. The first run of twin 700 class on a passenger train was on 19/8/72 during the running of a mystery tour.

The generator overheating continued to be a major problem and for several months 700 became a rolling test bed which included the installation of improved airducting into the engine compartment in March 1973. This was later fitted to the others in the class. Until this proved successful the three broad gauge 700s were inspected at Mile End after every trip instead of on a mileage basis as applied to other classes. On 27/2/73 engine 702 was hauled into the Mile End diesel depot building for repairs after a failure at Nairne. When the motor was started problems developed rapidly. Apparently oil had leaked from the supercharger into the air intake making the motor self sufficient and closing the throttle had no effect. Engine revs increased far above the 1,000 normally produced. Flames roared from the exhaust and reached toward the ceiling thus setting off the fire alarm. Within minutes the fire brigade and local news hounds were on the scene but the problem had already resolved itself when all of the oil had burnt away. 702 was hauled out to Islington for repairs and did not return to service for a month.

Only one of the class has been in a major derailment. This occurred on 24/10/75 when a flash flood undermined the piers of the Rocky River bridge at Crystal Brook and it collapsed under the weight of 703-868-874. The diesels made it across the bridge but 874 landed on its roof and the wagons came tumbling after. 703 and the remains of 874 (ex Silverton Railway Company engine 27) were delivered to Islington for repairs. After repairs to its frame and body panels 703 returned to service in December 1975 and ran for several weeks on the broad gauge system before working through to Peterborough. 874 was completely rebuilt and returned to service in January 1977.

When delivered the 700s all had a paint-scheme best described as silver with a maroon waistband on each side, beneath the front cab windows to form a Vee design and on the cowcatchers. Whereas other silver roofed diesels were being repainted brown the broad gauge 700s retained the silver roof through successive repaints. Soon after delivery the maroon weathered into two distinctly different shades on each diesel. The lighter was nearly boxcar red and the other was tuscan red and the change is visible in photos. In 1975 the Peterborough painters standardised on the mustard pot colours as used on the 830 class. The red and silver 600s and the maroon and silver 700s gradually received the traffic orange and brown colours with 703 being the first of its class in August 1975. Four months later it was eye-catching as it mixed with the maroon and silver 700s at Mile End before returning to Peterborough. The other obvious difference between the two groups of 700s is that the standard gauge trio do not have a staff exchanger although the opening is in the bodywork. The broad

Text continued on page 45



Above: At the head of an ARHS tour into the Barossa Valley class leader 700 approaches the road overbridge at Rowland Flat on 23/2/74.

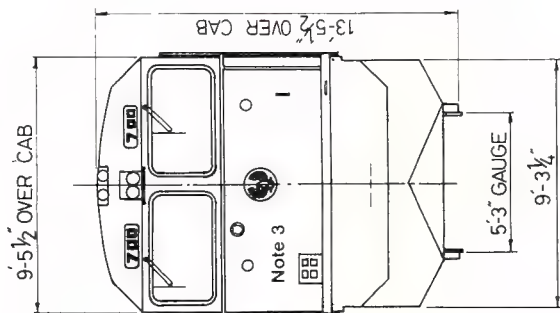
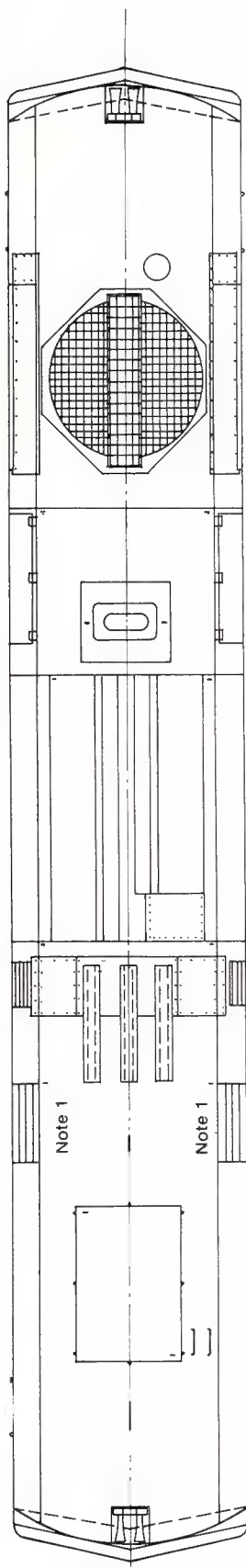
Above left: On 31/3/73 a 700 on the Overland was still an unusual sight when Roger Billett photographed 701 + 940 nearing Adelaide.

Left and below: Front and side views of 703 whilst on standard gauge and still in the maroon and silver colour scheme. The two tone weathered maroon mentioned in the text is apparent (Peterborough 3/3/73.)



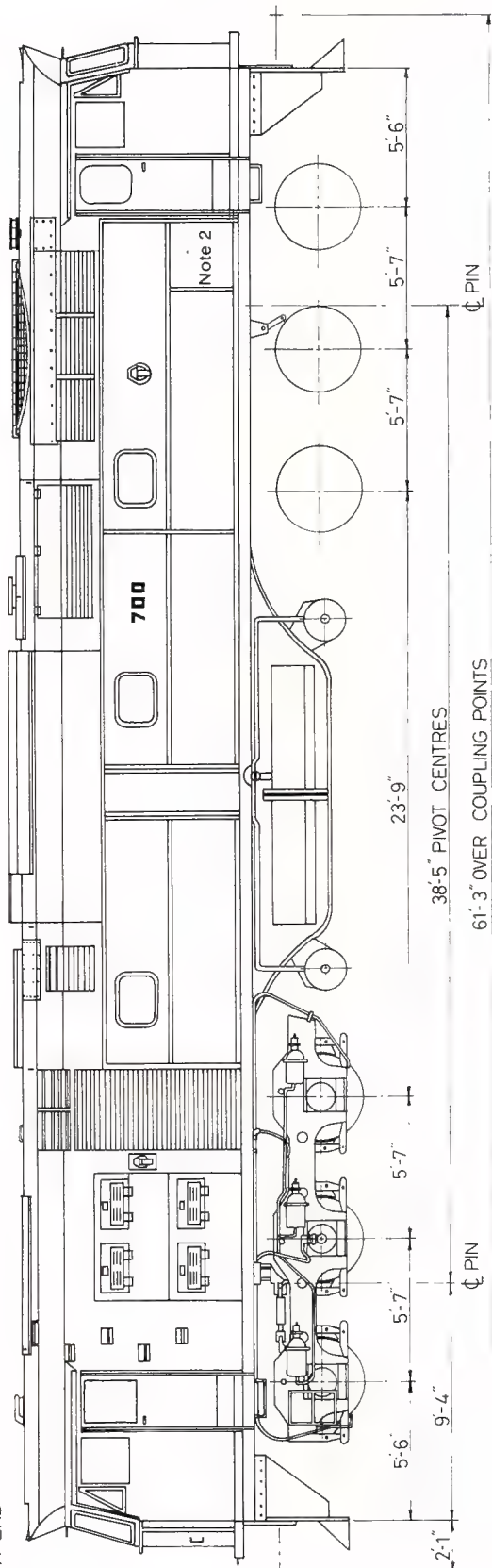
NOTES

1. These vents were added to several of the class after their introduction.
2. Staff exchanger equipment fitted to broad gauge locos only.
3. Route indicator panel required for broad gauge only.



'A' END

'B' END



6 TRACTION MOTORS TYPE AE1 165

GEAR RATIO 65/18

CONTINUOUS TRACTIVE EFFORT 69600 LB @ 7 MPH

STARTING TRACTIVE EFFORT 98560 LB @ 40% ADH

CONTINUOUS GENERATOR OUTPUT 1386 KW (MAX)

GENERATOR AE1 TG5301

BATTERY 264 AMP HOURS (5 HR RATE)

WEIGHT OF ENGINE & GENERATOR 46300 LB

BOGIE WEIGHT:

HP INSTALLED 2150 AT 1025 RPM

HP FOR TRACTION 2000 AT 1025 RPM

ALCO 4 STROKE DIESEL ENGINE SERIES 251C,

12 CYL, 9" BORE x 10 1/2" STROKE

2150 HP @ 1025 RPM

IDLING SPEED 400 RPM

HP AT MAIN GENERATOR FOR TRACTION: 2000 HP

BRAKE EQUIPMENT 'WESTINGHOUSE' 26L





COLOUR YOUR WORLD

— Brief notes on NSW goods vehicle liveries by Paul Rogers.

Railway systems may use a variety of colour schemes over a period of time to illustrate their corporate identity; and if the last decade or so is any guide, the New South Wales undertaking must take the prize for the Australian kaleidoscope. The purpose of this article is to serve as a brief introduction to the liveries employed by the NSW system for its freight rolling stock in recent times. It does not attempt to be anything more than a passing treatment of such a vast and complex subject.

Traditionally, black or dark grey has been the garb for the majority of revenue-earning freight vehicles belonging to the New South Wales system. (NSW Department of Railways — Code 83 — Gunmetal Lacquer.) Brake vans also appeared in similar manner for many years. The monotone extended to bogies and underframes, and in some cases roofs. There were, of course, exceptions to this policy: refrigerator cars traded the black paint for either white or silver as far as bodywork was concerned, louvred vans and open wagons reserved for the carriage of tinplate have appeared in either partial or all-over silver livery, and there were some wagons painted for a particular occasion — such as that adopted for the initial transcontinental consignments under the Railways of Australia banner. While some of these alternatives were widely used, they were not intended as general replacement for the standard "all-black" scheme.

The freight stock blue embellishment introduced during 1972/73 by the (then) newly-formed Public Transport Commission of New South Wales was, however, intended as such a replacement. This shade survives to the present

day but was superseded as the standard colour by deep indian red (coded ASK 185-448) from 1978/79 onwards.

Corporate identities also demand logos, and in this area also there has been a multiplicity of types in respect of the NSW system. An example in the mid-1960s was that of black "NSWR" letters being placed on white boards on selected wagons (particularly open wagons then in the course of delivery), the criteria being that such logos would appear on vehicles utilised on inter-system running. Around this time, instructions were issued for the repainting of freight brake vans to tuscan red, the units affected receiving the black letters "NSWR" on yellow squares along the sides. Simple yellow lining completed the picture.

Towards the end of the 1960s thoughts on identification of NSW freight rolling stock had switched to a stylized "R" symbol. The normal application of this logo was that of a white letter on a red square background, but a black "R" on yellow background version also existed. Like the "NSWR" attempt of a few years earlier, the "R" logo was not widely used, being generally limited to new construction and repainted brake vans. But the new essay in logos was to make a widespread impression on the rolling stock fleet.

The Mk1 version of the Public Transport Commission logo, applied circa 1973-76, consisted of an all-white double arrow insignia encompassing the letters "NSW". A simplified version, of which the most common occurrences were that of two blue half-arrows on a white rectangular background (or brake vans) and two white half-

A kaleidoscope of colours at Dubbo in August, 1980. The photograph illustrates the varying liveries (for goods wagons) on the New South Wales Railways over the past twenty years. The NODY (CDY) carries the latest red livery, the two 'S' wagons varying shades of weathered grey/black, the CDY is blue and the BDX (on the far right) is black. It is interesting to note that although the NODY is painted red, the bogies underneath are blue. The red now being used to paint rolling stock and locomotives is a different shade to that used (in the past) on guards vans, an indication of the difference being illustrated in the above photo with the 'JHG' van on the track behind the 'S' wagons. Photograph supplied by Bob Gallagher.

arrows either directly to the blue paintwork of the vehicle or to a blue rectangular board (for other units), appeared in the mid-1970s and is generally in use today.

As mentioned previously, this article can be no more than a brief introduction to the colour schemes adopted by the New South Wales Railways in recent times. I have paid particular attention to the 1960s onwards for two reasons; viz it is the period of most variety, and it is the period which fits most of the rolling stock currently available in miniature form. In closing, I must mention that some information on the blue colour scheme has already appeared in this magazine (see pages 14 and 16 of the November/December, 1977 issue), while treatises on individual vehicle classes have (and will) cover respective data.

Acknowledgements: *Authors notes; NSW SRA records.*

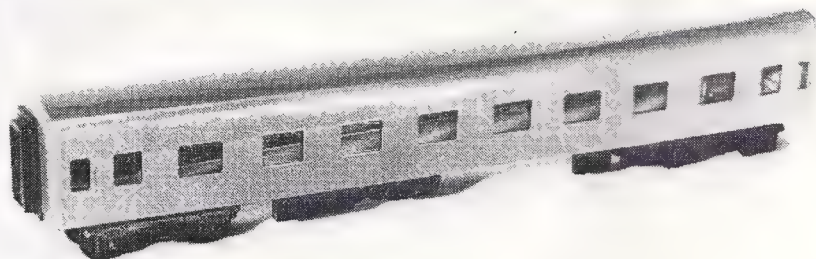
Notes on Modelling Colours

- i. The standard goods wagon grey can be represented by Humbrol Gunmetal.
- ii. Freight stock blue is British Rail Blue in both Floquil and Humbrol.
- iii. Deep Indian Red is matched by Scalecoat tuscan.
- iv. Black can be represented by the many shades offered by all brands, although a matt finish is recommended.



W37, an ex-SHG brake van now used for special purposes by the Way & Works Section of the New South Wales State Rail Authority, in the blue/grey paint scheme once used on some goods wagons and brake vans. The shunters-match truck (on the left) is painted in the current (1980) red livery, with oil tanker showing many years of grime. The departmental shed in the background is painted in basic standard railway structure colours. Bob Gallagher took the photograph at Dubbo in August, 1980.

REVIEWS



'N' scale VR 'AS' carriage kit. Sample supplied by the manufacturer Weico Models, PO Box 283, Reservoir. 3073. Price: \$13.45.

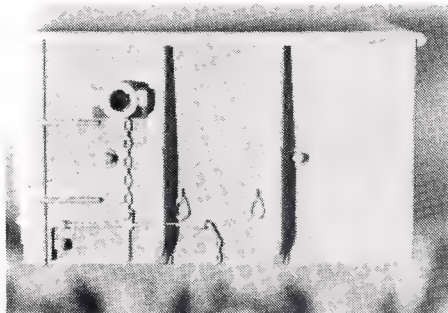
Apparently the first of a series, (a diner is planned) this kit builds into a pleasing model of a carriage built in 1937 by VR's Newport workshops for service on the Spirit of Progress — still in use today.

Construction is fairly straightforward and all necessary parts save couplers are included in the kit. The body is formed from a photoetched aluminium sheet which comes formed to the correct profile. Carriage ends, underframe, bogies and miscellaneous details are white metal castings of good quality. A small sheet of clear acetate is provided for glazing and Peco wheels are supplied. The body comes painted in a shade of blue very similar to Humbrol midnight blue which makes a touch-up very simple. MnJ decals are available to suit so completion of the model should be no problem.

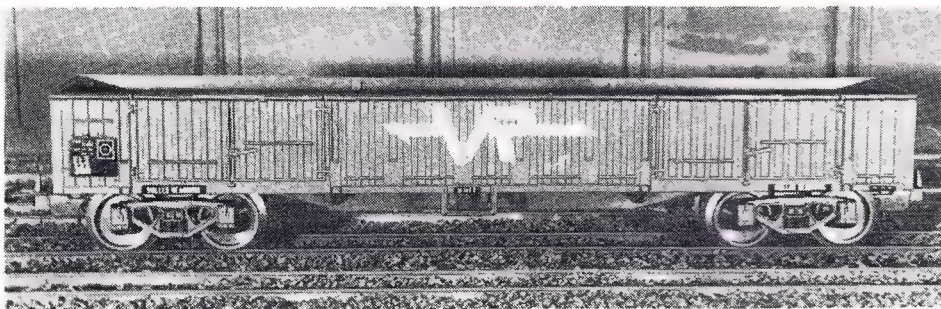
Bill Kerr.

VR ELX open wagon in Ho scale by Lima. Sample supplied by Southern Models, 63 Boothby Street, Panorama, South Australia. Price: \$

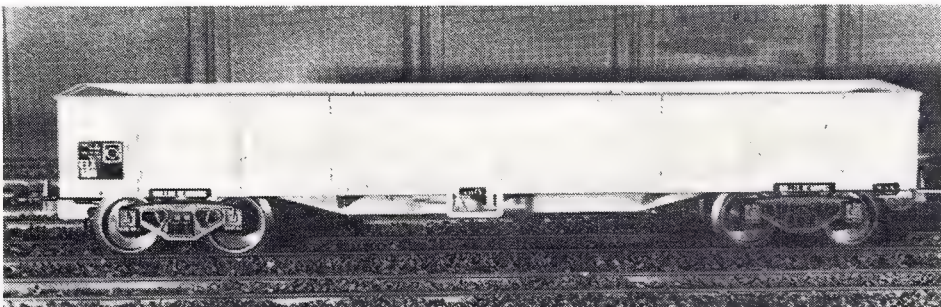
The ELX is a 46 foot (14.903m) general purpose wagon with a capacity of 51 tonnes. The large class of vehicle first saw service on the Victorian Railways in the early 1960s and have been built as a flat sided (and pressed doors) version as well as the more common corrugated side version. Both styles have flat end panels.



The detail on the end of the LIMA ELX open wagon.



VR 'ELX' by LIMA



SAR 'ELX' by LIMA

There are many variations in the class which totals over 500 units (a full description of which will be featured in ARRМ late in 1981), and the current practise is to convert all the flat sided versions to corrugated sides. All building and rebuilding of the steel wagons has been carried out at VR workshops.

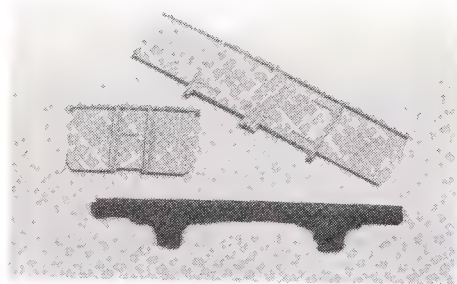
The LIMA 'ELX' was styled off the units with road numbers 201 to 454 which were built at the Bendigo and Ballarat workshops in the early 1970s. The feature of this style is that it has the rectangular capping on the top of the corrugated sides.

Injection moulded in two main polystyrene parts, the model closely represents the prototype. It measures 46 ft long, 9'6" wide and the body is 5'4" high, all dimensions being well within accepted tolerances, in fact all are correct except the width which should be 9'8 1/4". Detail includes outside (only) corrugations, door hinges and latches, main centre sill, underfloor gussets, brake cylinder (which appears to be on the incorrect side of the centre sill), handbrake wheel and tie down lugs and coupler release bar on the end panels. Detail is crisp and clean, and all appears to be finely scaled. There is no interior detail except for the checker plate floor, which is beautifully reproduced.

The underfloor section is fitted to the body with two screws, the metal weight being placed between the two sections. A style of Bettendorf bogie, with 11 mm NEM flanged disc wheels, is clipped into the underbody in the usual Lima style. Lima couplers are fitted to the bogies. The bogies fitted do not correctly represent the 5'9" or 5'11" bogies fitted to the prototype. On the track, the wagon is the correct height. Kadее couplers could be easily fitted. The wheels, which seem overpowering for the bogie, can be readily changed to most brands of pin point wheels without detracting the good rolling and tracking qualities.

The VR freight red is well reproduced by the precoloured styrene and the silk screened lettering and decals is realistic. The sample reviewed was number 359. The lettering is so good that it includes much of the fine print on the number board, and the words 'ROLLER BEARINGS' is printed above each bogie on each side. The bogies on the model do not represent bogies with roller bearings.

The South Australian Railway version is the same unit moulded in pre-coloured grey polystyrene, lettered for



'GY' body kit by MH, as reviewed in the November/December 1980 issue of AMRM. The correct price is now \$2.00.

ELX 556. There is an absence of the SAR Piping Shrike emblem on the side. There are minor differences between the SAR/ANR 'ELX' and the VR 'ELX' but the models are identical.

This is a good, well detailed model, which is suitable for both the toy market and the serious modeller. It is up to the very high standard that the LIMA organisation is becoming well renowned for.

Bob Gallagher.

PRO SHEARS by PBL. Sample supplied by McBees Hobby Centre, PO Box 144, Coburg, 3058. Price: \$4.98 ea.

Cutting tools are an essential item in the modellers tool box, for no matter what the scale or prototype, there is always a need to cut and trim materials. The PRO SHEARS by PBL are produced for the trimming of materials, especially brass, copper and other soft materials. The 135mm long, sprung loaded (to open) tool has both handles covered in plastic, while the jaw length is 8mm. The tool is also self sharpening.

The accompanying instruction leaflet only warned against cutting piano wire, and gave specific details on how to cut rail, so a few samples were tested. Copper and brass wire was a breeze as was small sections of brass sheet. Code 100 and code 70 nickle silver (Peco and Railcraft) rail was cut, special attention being given to finish with a squared end on the rail end. The shears accomplished the task with very little effort, but some small indentations on the cutting surface was evident after cutting the code 100 rail.

The tool is easy to handle, the plastic covered handles contouring the instrument into the hand. The uses are limitless, as long as the material attached is not too large. A quality tool.

Bob Gallagher.

MODRAIL — N Manual compiled by D. R. Ferguson, available from G. Duncan, 18 Waratah Avenue, Glenhuntly, Victoria, 3163.

MODRAIL — N may be best described in precis as an Australian version of the popular N — TRAK. It establishes specifications for a modular system of layout design and construction based on three years of practical experience and utilising Australian materials for Australian conditions.

The manual is a soft-covered book measuring 11 3/4" X 8 1/4" and containing 38 typewritten pages dealing exclusively with the concept, terminology, construction and use of the modules.

A comprehensive chapter on the construction of the modules within MODRAIL — specifications is provided and the information contained therein would be useful to any modeller utilising sectional design. The sections are to be 1200mm long and 600mm wide and can be manoeuvred into many interesting designs according to the desire of the modeller and within MODRAIL — N specifications. Detailed diagrams are used to complement the text and are of great assistance.

The chapter on trackwork establishes many standards that are to be adhered to and provides for compatibility with N — TRAK modules. Again, helpful diagrams are provided.

A section on the construction of the control panel follows basic principles but there is an interesting diagram showing how the control panel is to be attached to the baseboard.

The most exhaustive chapter of the manual concerns the wiring. In fact, 12 pages are devoted to the subject. In this regard, the manual cannot be more favourable. Not being an electrical wizard myself, I found after careful reading that the chapter was most revealing and gave a very satisfactory description of wiring the modules. Modellers with a basic knowledge of electronics would find it a great asset and the manual provides several excellent references to assist in this way. Diagrams are plentiful and are well presented.

The use of the modules is also well described and is

further emphasised by clear illustrations of some interesting possible designs.

Finally, there is one page which gives some sources of components that are used in MODRAIL — N and is a handy guide, although not necessarily the sole sources of supply.

An especially pleasing feature of this manual is the easy to read diagrams which are clear and well spaced and provide an important visual insight into the information given in the text. The MODRAIL — N manual is well worth investigating for any N-gauge modeller contemplating a modular system of layout construction. A similar instruction manual is also available for HO/OO modellers.

Brad Hinton.



Renault R4



Citroen 2CV



Jaguar XJ 6s12

Automobiles in HO scale by Herpa. Samples supplied by The Engine Shed, Carrington St, Box Hill, Victoria.

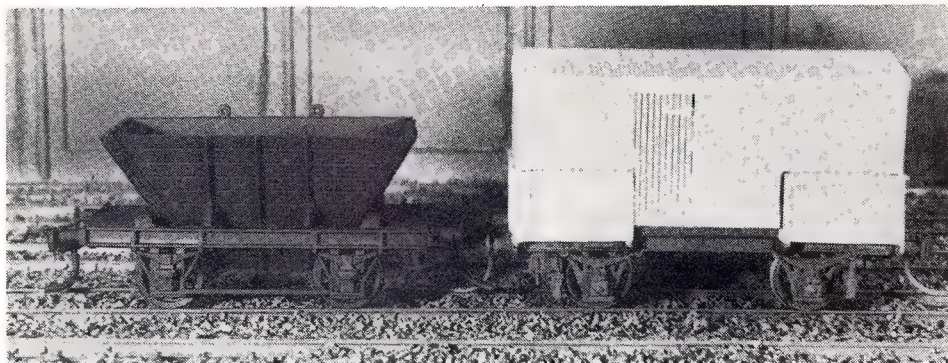
Herpa are now well renowned for producing fine miniature road vehicles using the injection moulding process. Models usually represent modern vehicles that are available on the European market, and in some instances available in Australia. The models are 1:90 scale and standard detail includes front and rear fenders, windscreen wipers, all windows glassed, rear vision mirrors, door handles, realistic wheels and hub caps and detailed undergear. All models roll freely and are coloured in realistic gloss colours. Detail is sharp and contours fine. A real feature of these cars is the interior detail which includes a common coloured seat formation as well as steering wheel and gear shift. The floor of the vehicles are clipped and glued in place. Models in the new (to Australia) range include:-

1. Range Rover, the model being 48 mm long, 18 mm wide, 18 mm high and has a wheelbase of 28.5 mm. The model has the rugged lines of a Range Rover.
2. Renault R4, the car very popular in France. A mini-car, it is 41mm long, 17mm wide, 17mm high and has a wheelbase of 28mm. The model has the lines of the Renault R4.
3. Citroen 2CV, the model being 42mm long, 16mm wide, 18mm high and has a wheelbase of 28mm. From photographs this popular European motor car is well represented by the model.
4. Jaguar XJ6/12. This popular luxury car is well represented by the fine lines of this model. It is 56mm long, 20mm wide, 17mm high and has a wheelbase of 33mm.

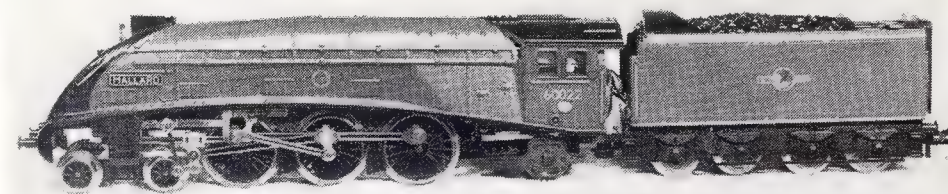
All vehicles are fitted with 8mm wheels that rotate. The models can be used in any modern scene or on railway car carriers. All are very fine products.

Bob Gallagher.

When writing to dealers, tell them you saw it in AMRM



Turned brass buffers, by St George Hobbies, on the TRAX 'LCH' and BERGS 'S' wagon as reviewed in the November/December 1980 issue of AMRM.



'N' scale LNER/BR A4 class steam locomotive by Hornby/Minitrix. Our sample supplied by The Engine Shed, Box Hill. Price: \$114.50.

The A4 class streamlined locomotive is one of the most famous British steam locomotives of all time. Thirty four locomotives were built by the London and North Eastern Railway to the design of Sir Nigel Gresley and the first entered service in 1935. They marked the pinnacle of express passenger locomotive development by this famous designer and the locomotives were renowned for their high speed working. One of the class "Mallard" holds the world speed record for a steam locomotive of 126 mph. This particular locomotive is now on display in the National Railway Museum at York and another "Sir Nigel Gresley" is retained in working order.

"Mallard" is the subject of the model. It is in its later guise as British Railways No 60022 and is thus minus the streamlined panels below the running board and is fitted with double chimney. The model is nicely painted in the lined British Railways passenger green and is complete with nameplate and commemorative plaque on the side of the boiler.

The model is 149 mm in length, 19 mm wide and 28 mm high. The engine and tender are permanently coupled. It would seem that the Minitrix "Britannia" chassis has been used which means the driving wheels are undersize. However, the characteristic shape of the streamlined casing has been captured well and it is an impressive model as one would expect from Minitrix.

A welcome addition to a British 'N' scale layout even if somewhat pricey.

Graham Ahearn.

NEW SOUTH WALES RAILWAYS — THE FIRST 25 YEARS 1855-1880, published by the NSW Division of the Australian Railway Historical Society, Box E129, St James. 2000, who also supplied the copy. Price: \$3.60 plus postage.

Published by the ARHS to coincide with the 125th anniversary of railways in NSW, the booklet is similar size to the ARHS Bulletin and similar previous published booklets. The booklet is well presented with 52 glossy pages and an attractive card cover.

From 1855 to 1880 railways in NSW struggled to survive and provide a basis for our present system. The story of early railways in NSW is told in this booklet. Chapters in the book deal with history, architecture, sawfworking and signalling, passenger rolling stock and freight rolling stock of the first twenty five years.

Locomotive history will be covered in Volume 1 of Locomotives of NSW to be published soon.

Reading the book was disappointing. I found the chapters on architecture, passenger and freight rolling stock, signalling and sawfworking well written and very interesting, although they seemed to be a summary. While not necessarily a criticism, I felt I wasn't quite getting the full story.

What should have been the most interesting chapter, the history, was disappointing. I found it very hard to read and understand. The very interesting story of John Whitton (surely a book someone should write) was lost in a jumble of poorly constructed sentences full of dates,

figures and quotes. A history should contain these facts and figures but not to the extent that it needs to be read two or three times before it can be understood.

The best part of the booklet is the many rare and historic photographs of early architecture, rolling stock and signalling. Many of these photos have not been published before and are worth the cost of the booklet. Being sharp and clear, they are a great help to the modeller.

Despite my criticisms of this booklet, I would still recommend it to any railway enthusiast.

Ian Thorpe.

Fire Hydrants in HO scale by Jordan Products Highway Miniatures. Samples supplied by McBees Hobby Centre, PO Box 144, Coburg, 3058. Price: \$1.10 per pack.

Fire hydrants, in some cities and towns, are of pedestal type, and as such extend out of the ground level, allowing easy access for fire hose connection and operation of the water valve. The styrene injection moulding model represents such type, which is typical of the American style hydrant. 12.5mm high, the 3.75mm diameter moulding represents the two outlet version and has the shape and lines of the prototype. Detail is sharp although some die join is evident. To use the hydrants it would only be necessary to clean up the part with a knife or file and mount in place on the pavement, for they are coloured red during manufacture.

Bob Gallagher.

Brass rail by Hobbylec, 169 Forest Road, Hurstville, 2220. Price: \$7.20 per length.

Rail, as all modellers are aware, is the means by which trains travel from point to point. For many scales the availability of rail is not a problem, but for some of the less popular scales there is a dearth of the much needed item. This brass drawn rail is aimed at the Gauge 1, LGB and garden railway enthusiasts and is supplied in 3.6m lengths.

The rail is 7.5mm high, the base is 7mm wide tapering (from the rail) at 1.5mm to 0.75mm each side of the rail body. The rail head is 3.5mm wide and 3mm deep, the edges on the face of the rail being bevelled and the rail head tapering on to the rail body which is 1.5mm thick. The section reviewed showed evidence of being very sturdy, giving the impression that it would take a lot of punishment, although sufficient side pressure can curve the rail to a radius.

Bob Gallagher.

Tool set in HO scale by Evergreen Hill Designs. Samples supplied by McBees Hobby Centre, PO Box 144, Coburg, 3058. Price: \$2.80.

The metal casting craft has improved dramatically in the past few years and railway modellers have reaped the rewards for many manufacturers have become involved in casting many of the small scenic items that were once a dream to the modeller who did not have the ability to make his own.

Evergreen Hill Designs have a range of detail components that is ever increasing, and the tool set (under

review) is only one of the workshop detail available. The eight piece tool set, cast in soft metal, is supplied in a blister pack, the parts being wrapped in cotton wool. Included in the set is a rack of screwdrivers, a hammer, a wrench, pliers, a lantern, oil can and grease container.

All parts are cleanly cast, with no visual flash evident. All items appear to be to scale, the wrench representing a twelve inch tool. These items would be superb scattered on a work bench or on a scene where workmen are involved. The individual parts require painting, and placement on the scene, or if the layout is vacuumed, secure all parts in place.

Bob Gallagher.

Grinders in HO scale by Evergreen Hill Designs. Samples supplied by McBees Hobby Centre, PO Box 144, Coburg, 3058. Price: \$2.10.

The bench grinders are only part of an extensive range of engineering castings available in the EHD range. Supplied in a blister pack, three to a pack, the soft metal castings represent a 6" two wheel bench grinder, commonly found in most engineering workshops on benches or bolted to pedestal stands.

The castings are clean, detail is sharp and there is no evidence of flash. There is only a need to paint the castings, deep green, dark orange or tool grey being common colours, and securing in place with a good glue. A fine super detail product.

Bob Gallagher.

Detail items for automobiles in HO scale by Herpa. Samples supplied by The Engine Shed, 5 Carrington St, Box Hill, 3128. Price: \$1.75.

Most model cars on the market are clean representations of automobiles, for they lack much of the paraphernalia usually found on autos. Herpa provide for this deficiency by supplying a selection of styrene parts for auto detailing in a four sprue pack. Two of the sprues are chrome plated and the other two moulded in a white and a red colour. Chrome detail items include roof rack, single and multi cluster horns, head and driving lights and truck horns. Plain detail includes roof racks, ladders, horns, ski and roof vents.

Parts separate easy from the sprue and can be easily added to Herpa automobiles with liquid solvent (MEK etc). Detail is sharp and flash is not evident on any parts.

Bob Gallagher.

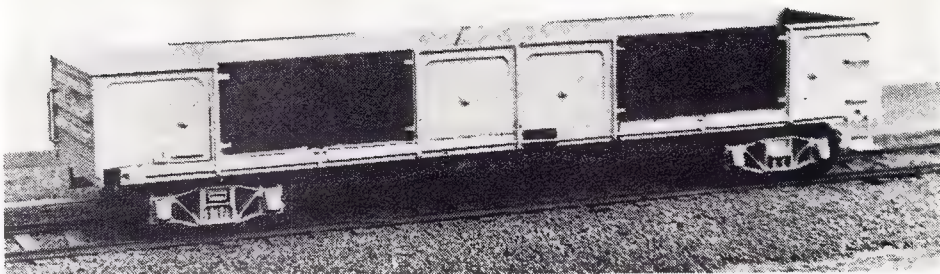
Volvo F12 Shell tanker in 1:87 scale by Herpa. Sample supplied by The Engine Shed, 5 Carrington St, Box Hill, 3128. Price: \$6.25.

A new addition to the increasing range of motor vehicles manufactured in West Germany by Herpa. The model represents a Volvo V12 prime mover hauling a three axle tanker. The prime mover is 65mm long, 29mm wide and 33mm high.

The cab is 23mm long, and the drive axle is singular although dual radial tyres are fitted, the brand and size being printed on the tyres. Detail is extensive and, on the cab, includes triple wipers, extended rear vision mirrors, dual headlights and marker lights, air intake and cab door handles. Interior detail includes driver and passenger seats, steering wheel and detailed dashboard. The body of the prime mover is also endowed with detail which includes fuel tank, muffler and exhaust pipe, universals and differential housing, the engine/gearbox crank case and the generator/alternator casing. The cab is yellow while the remainder of the frame is red; the latter could be changed.

The trailer, which is readily detached from the prime mover, and is equipped with the stand required to maintain trailer rigidity, is formed in the shape of a petrol tanker and is equipped with six wheels on three axles. The spare tyre is (loosely) clipped in place between the framework. Detail is equal to the prime mover but the colour is a little bright, and could stand a little weathering. The Shell insignia and name is silk screened on both tank sides. It is a fine modern model.

Bob Gallagher.



Above — SAR 'OB'. Below — SAR 'DWF'



SAR OB Class Bogie Gondola and DWF Class four wheel Louvred Van, in HO scale by BGB. Samples supplied by Broad Gauge Bodies. Price: \$5.95 (OB); \$4.50 (DWF).

The DWF is a four wheeled louvred van which was introduced onto the SAR in 1944, and continued to be built until 1953. The OB is a pressed steel open wagon originally introduced during W. A. Webb's rehabilitation scheme as an O Class between 1925 and 1928. They continued to be built until 1954 when a total of 850 were in service. Over the years they have been recoded into many classes, all commencing with the letter O, as they were modified for carrying bulk grain, etc. The OB was the most common type.

Both broad gauge vehicles travel frequently into Victoria and, after bogie exchange, the OB onto standard gauge track anywhere in Australia. Late in 1980 I saw two or three OB's in Albury yard, N.S.W.

The kits consist of polyester castings of the sides, ends, floor and some detail components, with wire, styrene sheet and blank decal sheets to form details. Boggles and couplers are required to complete the OB and a Peco underframe kit and couplings for the DWF.

It was a pleasure to build these kits. The castings are of good quality with very few air bubbles. They have been cast in a uniform thickness with a smooth back, making for easy assembly. The quality and accuracy of detail is adequate; some areas being better than others. I built both models in about three evenings.

Superglue or Tarazan's Grip is recommended to glue the components together. I used the new Bostik Hyperbond, a two part no-mixing product that I found easy to use and particularly suitable for kit assembly. A silicon rubber-like material is spread on one side and the other is painted with a fluid activator. When the two parts are brought together the compounds fuse together in a strong gap-filling joint. It gives a little time for adjustment after contact, sets enough to be worked on gently in three minutes, and cures to a resilient bond.

I found the castings square, even in length and

required little flash removal.

The DWF, consisting of many narrow louvres and tie-strapping, was almost totally free of air bubbles. The instructions cautioned against the sides and ends curing to uneven lengths and may require dressing. Mine were precisely the same length. Similarly it was suggested that the floor be filed to fit after the sides and ends had been assembled. Mine dropped in to a perfect fit with practically no dressing.

Very finely cast brake shoes are provided. That one of mine had a small air bubble in it was of no consequence, as more than twice as many required for the kit are supplied.

Reference is made in the instructions to the two photographs supplied but they were of such poor quality that very little could be gained from them. The instructions do, however, contain information on the prototype and detail on painting. In the main the instructions were clear, though there were a couple of areas in each that I had difficulty in following, particularly when they required reference to the rather scratchy diagrams.

The chassis has been carefully designed to accept a set of Peco axle boxes in U-frame, modified to lower the overall height of the vehicle. I followed the modification instructions, and, in addition, trimmed a little off the back of the axle boxes to accept Maygib brass bearings and a set of Mansfield's 10.5 mm spoked wheels. To ensure level running I glued three only axles in initial assembly, gluing the fourth when I had the vehicle sitting evenly on level track. The modifications only partly correct for height; mine ended up still a scale three inches too high.

The OB assembled nearly as easily as the DWF. Some filling was required for the coping around the top of the sides at some of the corners. Included in the kit is a sheet of kitchen foil and instructions on how to fold it over the model as a tarpaulin. The advice on the tarpaulin supports I found unclear. The detail on the sides of the OB is good. Though it follows the official SAR line diagrams of the O Class gondolas very closely, photographs of the prototype invariably show the proportions of the pressings in the end and centre panels differ significantly. I filled my OB with Roundhouse archbar bogies and Mansfield wheels.

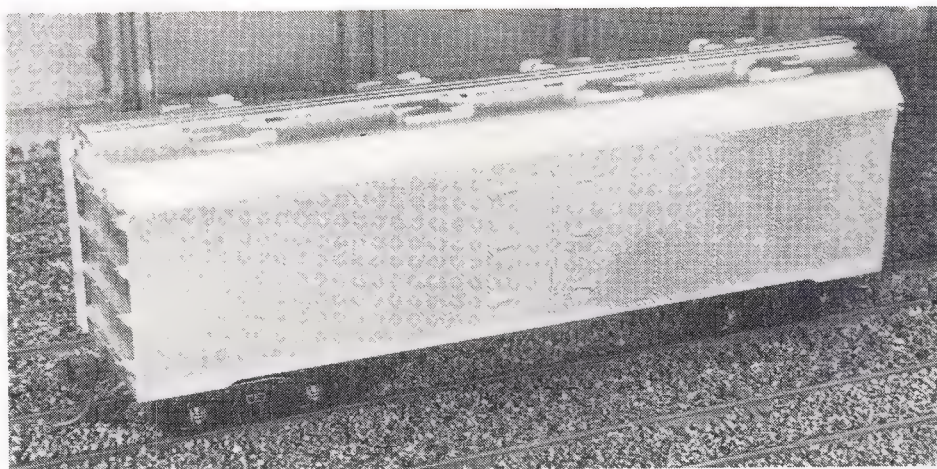
In general these kits produced fine models of two popular SAR vehicles. They are not super-detail models yet few modellers would not be happy to have a number of them on their layout. Because of their wide area of service they deserve a place in the roster of most followers of Australian prototype.

Ross Hurley.

TRC refrigerator van kit in HO scale by TRAX Model Products of PO Box 312, Ryde, 2112, who supplied the sample. Price: \$7.95.

The TRC is a steel refrigerator van and was introduced





to service on the NSWGR in 1951. In all 260 vans were built and carried the road numbers 31101-360. As new they were fitted with Andrews bogies and were painted silver. The peaked roof vehicle can be filled with two tons of ice via the eight ice hatches on the roof. A catwalk provides access to the ice hatches.

The injection moulded kit is supplied in a poly bag along with an assembly instruction leaflet. The seventeen parts were clear of flash, except for the roof which was cleaned with a knife. It was assembled using a squaring jig as a guide, and MEK liquid solvent applied with a fine paintbrush on the inside of the joints. Care must be taken to ensure that the corner joint cure before the roof is clipped in place. The floor was only loosely fitted until bogies and extra weight was added.

Basic assembly was made easy by the locating lugs moulded on the rear of the castings. The roof detail was added by positioning and securing with solvent. The ice hatches were positioned as per the diagram on the brief but adequate instruction leaflet, but the hatches were positioned 1mm off the side of the catwalk.

Roundhouse Bettendorf bogies (fitted with Northyard 10.5mm spoked wheels) were fitted to the float, via a 6BA screw which was screwed through the body bolster hole (which had been tapped with a 6BA thread) and a nut screwed onto the screws inside the body, to ensure that the screw does not come loose. To allow for sufficient flange clearance on the floor of the wagon, a Kadee fibre washer was placed between bogie and bolster. This also allowed a Kadee No 5 coupler to be fitted onto the floor of the van, being the correct height. The floor was left fitted loose, the sides holding it in place until small screws were fitted.

The end ladders were a little oversized and flexible, but were readily fitted as per instructions. The kit is well detailed, by any standard, but there is some provision for additional correct detail including underfloor gussets and brake detail, Andrews bogies (Walthers, Kadee, etc), buffers (St George Hobbies), brakewheel (Pilgrim) etc.

The model was painted (air brush) with Humbrol silver with a dash of Humbrol matt black. Decals (MnJ, TRAX, ProTYPE) will be added when paint has hardened.

The kit makes up into a fine model which will look in place in a mixed goods consist or included on a passenger train (the red diamond on the coding panel denoting available for passenger train operation), or among a group of TRCs working the express specials from the abattoirs to the city for despatch to local and export markets.

The TRC kit is much closer to what is expected in an injection moulded kit. It is accurate, well detailed and easy to put together.

Graham Ball.

Magazine Binders. Our sample supplied by SCMRA, PO Box 317, Epping. 2121. Price: \$9.00 for two (plus postage — \$1.50 east coast — \$3.30 elsewhere).

The avid reader of magazines always ends up with the same problems — where to put them when he has finished reading them. Professional binding is a costly process, unless one does a night course of bookbinding just to bind one's collection!

SCMRA has obtained a quantity of binders each capable of holding 12 copies of "your favourite magazine" (6 if you're into Playboy). The binders are of vinyl covered cardboard with a centre spine containing 12 lengths of spring wire. The idea is to open the magazine to its centre pages and slide it behind the wire. The binders measure out at 325 mm high, 245 mm wide and 60 mm thick. I believe you can have any colour you like, so long as it is blue.

A companion sheet (20 cents) giving the names of

most railway magazines is available. One simply has to cut out the name required and insert it in a clear pocket on the end of the binder.

The idea is not new and there are many binders of this nature on the market. The advantage here is that we have the right size available without having to hunt for it! The price is reasonable too.

Allan Brown.

The COOKTOWN RAILWAY by J. W. Knowles. Published by the Queensland Division of the Australian Railway Historical Society, Box 682 GPO Brisbane, 4001, who also supplied the copy. Price: \$4.00.

This 94 page, soft cover booklet, covers the history of the narrow gauge railway line that runs from Cooktown to Laura, 67 miles away in North Queensland. The 3'6" gauge line was built in 1885 to service the then growing Goldfields, but closed in 1961. The last 34 years of its existence it was operated by weekly railmotor trips that were worked by the Officer-in-Control, who was responsible for all tasks concerned with the small system, which was not connected to the main rail network.

The book, which is a reprint (or second edition with postscripts, additional photos, etc) of the 1966 publication, illustrates what must have been the most unusual railway in Australia, with photograph and diagram. The layout of major stations are detailed as are the locomotives used on the line. The book captures the character of the line, and the easy style makes easy reading.

Special sections on rolling stock and railmotors, give sufficient information for any one basing a model upon the line. Photographs are clear, although the format of the book limits the size of the photo. An interesting book on an interesting subject.

Bob Gallagher.

STEAM '80 edited by Roger Crombleholme and Terry Kirtland, Published by George Allen & Unwin. Sample copy supplied by George Allen & Unwin Australia, PO Box 764, North Sydney. 2060.

Steam '80 is a complete enthusiast's handbook to railway preservation activities and minor railways in the British Isles. The book, in area format, lists all those usually hard to find museums and working railways that dot the small country. The 504 entries list basic information of the society, how to get there, dates of open days, locomotive and rolling stock and other pertinent detail. Photographs help illustrate the written information.

For anyone visiting the British Isles this would be a helpful book. Published in hardcover (\$18.95) and paperback (\$10.95) it is available from the publishers representatives and major rail book outlets.

Bob Gallagher.

Brass strap stock in various sizes for HO and O scales, by Simpson of California. Samples supplied by McBee's Hobby Centre.

It is always a pleasant surprise to receive samples of a new type of item in the model railway field. It is even more so when such an item takes the tedium out of making such things oneself. Cutting brass strips with shears results in a tightly wound spiral that kinks when straightened, and cutting with razor blades needs an endless supply of blades and in any case is difficult to judge an even width.

Three packets of brass strip were submitted for review. In HO scale, 0.006" x 2 scale inches and 0.006" x 3 scale inches at \$1.80 pkt, and in O scale 0.010" x 2 scale inches at \$2.00 pkt. Each packet contains ten 100mm long strips. The following sizes are also available: HO scale 0.010" x 3" and O scale 0.010" x 1½", 0.010" x 3" and 0.015" x 3". Of course

the scale indicated does not restrict its use to that scale only. For instance HO 2" wide strip is 1" strip in O scale, etc.

These items have a myriad of uses. In rolling stock construction they can be used for strapping, hinges, four-wheel wagon brake gear, etc, and on locomotive construction the right size can be selected for boiler bands, rain strips and window edging on cabs, etc. In general use they could be used for ladder sides, turnout stretcher bars, and many other things.

All strips were accurate and even in size, and were cleanly cut with smooth edges. The smaller strips had a slow twist in them but they were easily straightened with the fingers.

These are quality items that many modellers will find handy to just have around for use when required in a variety of modelling projects.

Ross Hurley

CORRECTION

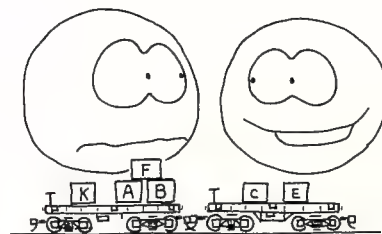
Last issue a review of the 'MH' VR 'U' van kit was incorrectly acknowledged. The supplier was Arcade Signal Box, Shop 8, Foleys Mall, 445 Sydney Road, Coburg, 3085. The kits are still available at \$1.50 each.

HANDY HINTS

Berg's Suburban Station:

- An initial coat of a mix of Humbrol Tuscan Red with a dash of Rust and some Dark Brown should take away the bright red plastic look;
- Mix a well thinned mixture of Floquil Cement and a Medium Yellow. Wet brush then let this run freely along the mortar lines between the bricks. Wipe over with a cloth and you should have an effect of mortar lines found on this type of structure, plus a varied dirty effect on the brickwork. Some talcum powder dusted on while wet will help this;
- Apply corrugated roofing material, if desired.

Peter Mackenzie.



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THE 700 CLASS *Continued*

gauge group have the equipment fitted.

Of all the problems with the 700s only one has not been fully solved that being the rough riding. Whereas the Mile End Crews usually run the 700s at slow speeds through the hills with an occasional sprint near Monarto South the crews at Tailem Bend really get their trains of up to 2,500 tons rolling on the undulating line through to Serviceton. They accept the ride at 50mph but complain about working the 800 ton Overland at 60mph. As a result whenever a 930-700 combination was to be used the 700 had to trail in each direction. It was later found that under these conditions the top of the coupler mounting of the 700 fouled the concertinas on the end of the carriages. This meant the 700 should be leading the 930 instead of trailing. The problem was resolved by adding a freight van fitted with passenger type bogies ahead of the head end power van. The freight van had to be marshalled so that the end with the ratchet hand brake lever was next to the diesels otherwise the lever fouled the concertinas. The introduction of Motorail carriers has solved this problem.

In recent years the Australian and South Australian Governments signed an agreement for the State Government to sell the country operations of the SAR but retain control of the suburban operations which would become the Rail Division of the State Transport Authority. When the Australian National Railways gained control of country operations in March 1978 it was expected that a regrouping of diesels would occur. The ANR was believed to have sufficient GM, CL and AL class locomotives to be able to operate most if not all of the Port Pirie to Broken Hill services. This would then allow the 600 and 700 class diesels to be transferred onto the broad gauge to replace the 900 class which were built in 1952.

Several events have tended to change all of this. The additional services required for the new standard gauge Alice Springs line and the proposed construction of the long awaited Adelaide standard gauge connection mean an increased demand for standard gauge locomotives. Tenders were called for construction of ten engines of a design similar to the AL class. Meanwhile two 900 class have been withdrawn from broad gauge and 703 has again been transferred to Mile End although this time it will be permanent. 703 arrived at Mile End on 26/12/79 and ran in mustard pot colours for about six months before emerging from Islington in mid 1980 with a fresh coat of maroon and silver. Following recent practice the roof was red instead of silver and it had a yellow ANR emblem on each nose where the piping shrike emblem was in SAR days. A large boxed ANR waistband was painted in red onto the silver waistband on each side.

At the time of preparation of this article 704 and 705 were still on the standard gauge. All



Not long after its delivery 700 and an 830 stand near the Mile End diesel depot. Photo by Roger Billett.

six of the class may yet work on the broad gauge but when is unknown.

Introducing your new loco

As modellers we can learn from this tale of the trials and tribulations of the 700 class. If you obtain a new engine by fair means or foul you could slap it on the track and let it rip but it would be far more interesting to introduce it in much the same way as the SAR did. The ideas work equally well for steam or diesel but we'll continue to use diesel terms. First job is to send it into the workshops for an inspection and leave it there while you run your normal operations. Run it light engine to the diesel depot at slow speed and allow time for it to have the sand and fuel topped up. Now send it out onto the main line for light engine trials then return it to the depot for more inspections.

700 was allotted special test loads for the trip to Hallett Cove which was not a heavily trafficked line in those days so you can do the same. A string of open wagons and vans with a guards van at each end is required. A couple of these trips and back to the depot for another inspection. Then comes the big test. Make an educated guess as to what it should pull over your railway, drop off a few wagons then send it out at a time when there is not much traffic on the line in case it fails. Stop at several stations to allow the brains trust to confer on the engine's performance then back to the depot for the usual. A dynamometer car records a lot of specific features of an engine's performance and is usually coupled behind the engine as shown in the photo of the CL under test (AMRM July/August 1977). You probably won't have a model of one of these cars so for this exercise you can use a solidly constructed passenger

baggage car.

Now that the engine has been issued to traffic you can apply a few restrictions on its use. A lower than normal speed restriction, to be used on through trains only, not to lead when on fast trains, must have a van between it and the first carriage and the van to be turned correctly, fan tours to specific parts of your layout and frequent trips back to the depot are some things you can do. If you only have a circle of track with a hidden siding or two you are in business because you can call the hidden tracks different lines and destinations and send the special there and bring it back later. Of course there's no reason to follow 702's example of trying to set the roof of your diesel depot alight.

During the peak wheat and superphosphate traffic period of 1978 another practice emerged which might give modellers some clues on using their locos. Inspection of 702's wheel treads showed some axles were nearing reprofiling which would have the diesel off the road for a considerable time as other servicing would be done at the same time. To delay this until the peak period had passed 702 was restricted to working only on the Peterborough and Port Pirie lines where shallower curves and gradients were found. After overhaul at the end of the season 702 returned to working mostly on the South.

The numerous colour schemes carried by the 700 class are illustrated on pages 32 and 33 of this issue.

AMRM will soon include an article by Don Moyes on how he built his prize winning model of 700

MAILBAG

Continued from page 20

Lack of any such guidelines then typically results in a large and rapidly growing collection of locos and rolling stock with the one common feature being that they have at some time or other all run somewhere on the system we are modelling.

Often this results in a collection which is far larger than would ever be required on any layout we have or are ever likely to build.

Related to this is the second aspect which is the fact that at this stage of development in the hobby few modellers actually have operational layouts. Those that are operational seem to have been influenced heavily by what I call the standard exhibition design. This usually consists of a mainline loop with perhaps a branch connection and is primarily designed to show off ones collection of

locos and rolling stock with little regard to the concepts of time and location.

Before the Mag is inundated with irate readers let me say that I do not advocate the rigid application of these concepts. Obviously modellers licence must apply and I am the first to do this myself. At a later date I hope to show how the setting of rather broad criteria for my large under-construction layout resulted in a loco and rolling stock roster which led me to sell four locos which did not fit the roster. These will be replaced with other locos as they become available but in the meantime several of the classes coming onto the market will not be obtained because they do not appear on the roster.

In summary then the point I have been making is that for several reasons we are all to a less or greater extent collectors of a system rather than modellers of a part of the prototype which existed at a specific time and place.

Therefore we should not complain when models are made available by suppliers at a rate faster than we would wish as individuals. Those of us who wish to continue as collectors will undoubtedly continue to suffer budgetary problems but the increasing supply of Australian outline will only encourage more followers of local prototype and the manufacturers themselves should be the judge, through the market, of what they can profitably supply.

Thanks to Brad Hinton for an interesting and thought-provoking editorial.

*Ron Cunningham,
Sans Souci 2219.*

AMRM NEWS

Continued from page 31

Ownership change

Contrary to the advert in last issue Rail Mag Service has not moved up north but the ownership has. Dale Baker has taken over the reigns and will still operate from the George Street address (see advert this issue), in the sale of old mags and models.

The Story behind the colour spread . . .

Getting the right picture at the right time is something all photographers, both amateur and professional, strive for constantly.

Peter Gibbs, who authored our article on the VR 'Y' class diesel, had a real stroke of luck when gathering further photographic material for his story.

Asked by the editor for a colour shot of a 'Y', Peter ventured off to the best stamping grounds for this type of loco — the North Melbourne yards.

It wasn't until he got to the yards that Peter discovered that one of VicRail's innumerable industrial confrontations was in progress, resulting in a total stoppage of all trains.

The enginemens might have been off down at the pub, but there was only one place where the diesels on VR's roster could go in such a stoppage — South Dynon.

And so it proved — creating what Peter describes as the biggest crowd of VR diesels one is ever likely to see in one place. "It was like seeing a crowd of footy supporters in blue and yellow colours outside the MCG on Saturday," Peter says.

A polite enquiry at the roster office as to whether he could take a picture, brought forth more luck. The senior roster clerk was a model railway buff and an avid AMRM reader to boot.

A guided tour of the 12 or so 'Y' snoozing in the mid-day sun only elicited some frustration for our photographer — all of them were a bit too grubby for a colour shot in AMRM.

So, as a nice public relations touch the VR gentleman offered to put one of the 'Y's' through the engine washing facility. As it turned out a batch was ready to go through, and with a bit of queue jumping and the kind co-operation of the washing foreman and crew Y121 (pictured) received a thorough tarting up for our camera.

Thanks VicRail!

Lima ELX

It is pleasing, with the impending release of the LIMA ELX open wagon, to acknowledge that once again AMRM has been able, on behalf of its readers to work with Lima and its Australian representatives to ensure that sufficient information was available so that an accurate model could be built. Peter Vincent supplied the photographic evidence and Roger Johnson prepared the scale plan from which the model was built. A special thanks to another AMRM staffer, Graham Ahearn, who co-ordinates liaison between the magazine management and Lima and its representatives.

Commercial News

As these notes are being written (mid December, 1980) the year of 1980 is drawing to a close, and what a year it has been on the Australian prototype modelling scene. We have seen the introduction of the moulded styrene kits, new manufacturers, who in most instances are being supported by the hobbyist. A larger selection of brass ready to run models and a stronger commitment by Lima, all speaks well for the hobby.

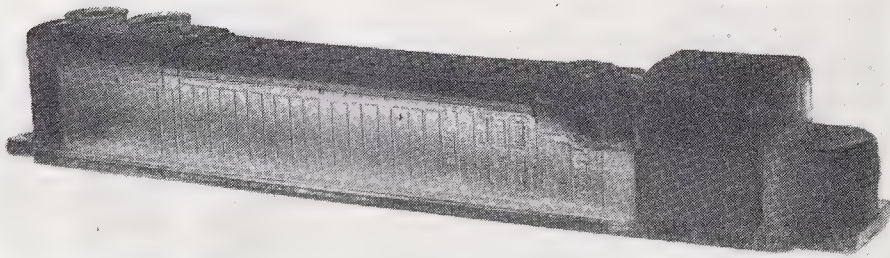
But what of the present? In the last few weeks the Trax 'TRC' has become available, and their 'S' wagon should be ready in early 1981. Their plan for 1981 include the 'K' and 'RU' and, providing the support continues, they have many more positive plans, which includes BCW, LFX, MBC, RSH, MHO and the N cars.

Broad Gauge Bodies, from South Australia came on to the market by a misfortune, which has turned into a great benefit for modellers of SAR/ANR and VR models. The impact of the polyester kits on the South Australian scene has been remarkable. Current plans include the 'D' class louvre van and 'OBF' open wagon as well as the 'V', 'VF' and 'VP' of the V.R.

Broad Gauge Models, have the epoxy goods shed kit on the market and are preparing to release a range of lost wax bogies onto the market. Also included in their plans is a brass casting for the VR 'Y' class, to fit the Athearn SW1500 chassis that power the model in Peter Gibbs article in this issue.

Bergs Hobbies expect delivery of the D59 early in 1981 and Mansfield Hobbies expect the 442 a little later. Both organisations have future plans, and many of the rumours floating around are speculative, although Mansfield Hobbies are preparing detail plans for the 45 class.

The release, in singular form, of the Lima



A sample of the plastic (polyester) body kit for the VR 'X' class as mentioned in AMRM NEWS last issue.

'S'/'GM'/'42', should come to fruition before the publication of this issue, with the TAM/MBE to follow a little later. The ELX in both VR and SAR colours is nearing completion as the samples in the Review section this issue show. They are expected to be released as described with just a little modification.

With this surge of interest by manufacturers will come more manufacturers, and more products, giving us a greater range to select from. New modellers can enter the hobby and enjoy the benefits that many have worked hard for years to achieve. AMRM will continue to bring the news, good or bad, to readers as long as we have your support and patronage.

Bergs Hobbies have revealed their plans for 1981, and if all goes well modellers of NSWVR prototype in HO scale will be given the opportunity to purchase both kits and ready to run models of locomotive classes that have not been produced in large numbers before. The D59, ready to run brass crafted, should be arriving early in the year, followed by a model of the C35, both products from Korea. There is also a possibility of a re-run of the Japanese made D50, or a run of a D53. On the kit scene, the metal cast kit of the 45 class is to hand, and models for the future include the 49 (first version), 40 class and 422 class, but not necessarily in that order.

The decal scene has seen much activity in recent months, and if the projects currently being planned get off the ground, there will be a larger selection available in 1981. In recent weeks we have seen decals of the NSWGR crest, PTCL 7, 73 class and LCH decals from AMRI, LCH decals from TRAX, with the promise of decals for the S wagon and the TRC.



The above photograph illustrates the detail on the LIMA 6 wheel bogie destined to run under the TAM and MCE coaches.

Late News

As the last mail was cleared, samples of the Broad Gauge Models GY side-frames and 'Y' class diesel bogie side-frames came to hand. Both are lost wax bronze castings. It is interesting to note that Broad Gauge Models offers a service to convert the Athearn SW1500 bogies into the VR 'Y' class style, suitable for the 'Y' class body presently available in Melbourne, or the model described by Peter Gibbs in this issue. Also on hand was a sample of the shunters steps and brake handwheels, in etched brass. A more detailed description will be published in the March/April, 1981 issue.

Also in the last mail was samples of the MnJ decals (being made for Import Hobbies) for the East Maitland railways hoppers, and (for Trax) the LCH plus an advanced sample of the SMR Pty Ltd logo. Again, more details next issue.



SCENIC DETAIL

This scene of the drover and his dog herding sheep is only 120mm x 60mm. The 22 sheep are 'Airfix' and 'Merten', the dog from 'Merten' and the drover is an 'Airfix' confederate soldier painted with grey hat, red pants and a buff shirt, mounted on a grey horse. "Baa-Baa Black Sheep should lead them," said my young son, so that is why there is a black sheep in the flock. All the sheep, the drover and the dog are mounted on 2mm plastic on which is glued green scatter material to blend in with the rest of the area. Idea by Peter Kelly, photo by Webber Budd.

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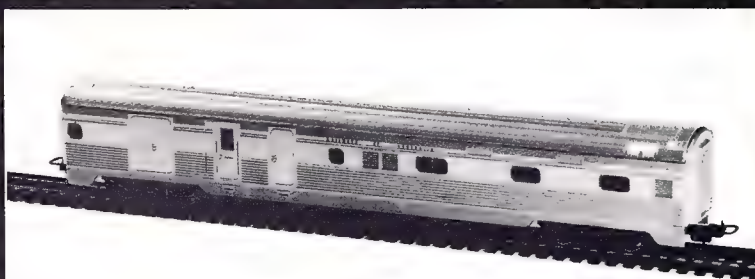


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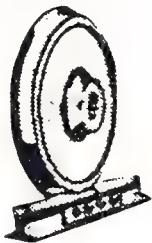
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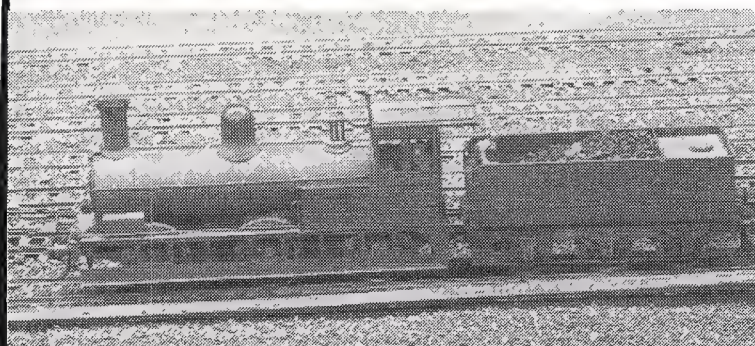
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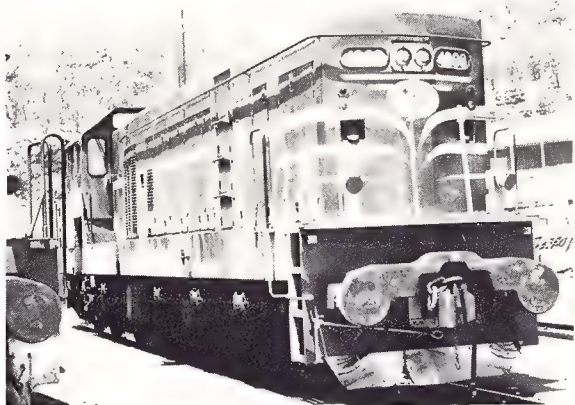
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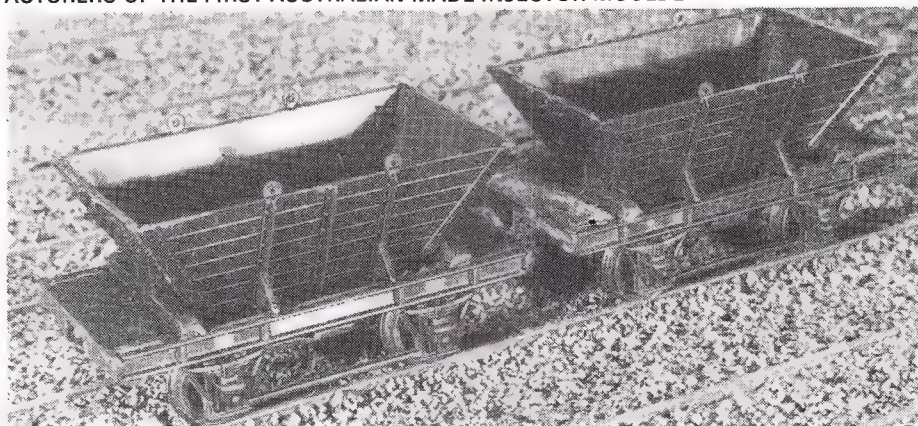
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N GAUGE

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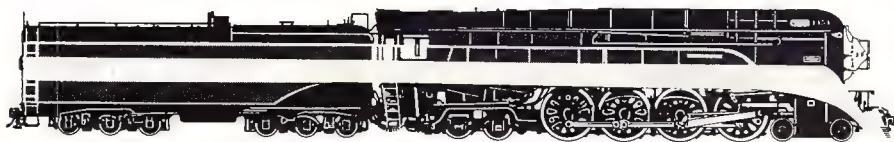
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SPECIFICATIONS - MODEL No. 25808 MOTO-TOOL

MOTOR	0.48 amp, 240V, 50 cycle AC
SPEED	No load speed, 30,000 RPM
HOUSING	Sturdy, phenolic housing
CORD	2m, 3 conductor
BEARINGS	Oil impregnated, bronze sleeve
COLLET SIZES	1/8", 3/32", 1/16", 1/32"
SIZE	175 x 43 mm
WEIGHT	340 g

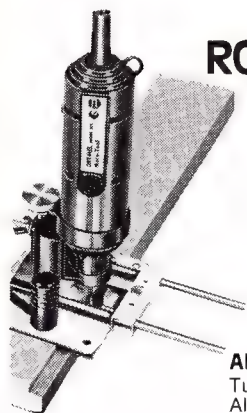
Here's the complete power workshop that handles any job effortlessly — craft work... hobby work... do-it-yourself work. Whatever the project, you'll find Dremel Moto-Tool Kits totally indispensable. Each kit comes with the 31 precision engineered accessories shown below. All of them hand-picked from Dremel's broad accessory assortment to give you the widest range of uses.

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MOTO-TOOL ATTACHMENTS

Increase the versatility of your Moto-Tool

ROUTER ATTACHMENT No. 229



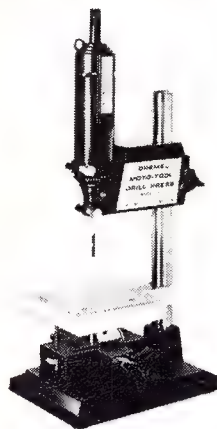
FEATURES

- Removable edge guide for free-hand routing on large work.
- Calibrated depth control.
- Maximum 3/8" adjustable depth.

APPLICATIONS

Turns any Moto-Tool into a handy mini-router. Also dados, rabbets and chamfers.
No. 228 DE-LUXE ROUTER KIT
Same as No. 229 above but includes router bits No. 640 V-groove bit and No. 652 straight bit.

DRILL PRESS STAND No. 210



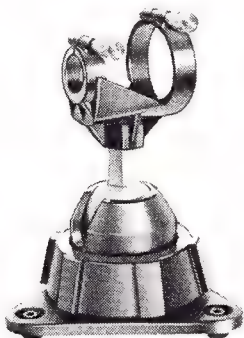
APPLICATIONS

Converts Moto-Tool into a precision drill press when accurate drilling is a must. Also changes Moto-Tool into a fixed overhead router for routing or relief carving.

FEATURES

- 4" x 4" table.
- Tool travel is 0" to 6".
- 3/4" maximum table travel.
- Table height adjustment dial and table height lock.
- Table slotted for clamps.
- 12" high, 3" throat.

MOTO-TOOL HOLDER No. 2217



APPLICATIONS

Locks Moto-Tool in any position, so workpiece can be controlled with both hands.

FEATURES

- Adjust quickly to any angle around a 180° vertical plane and a 360° horizontal axis.
- Position locks instantly with a simple twist of base ring.

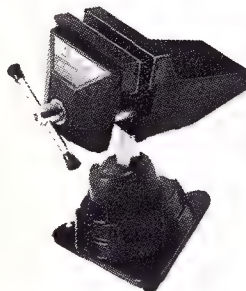
No. 2214 D-vise^{T.M.}

APPLICATIONS

D-vise is the handiest workshop aid you can own, because it lets you work relaxed. Countless uses... from precision glueing and soldering, radio and TV repair to model making. Strong for the tough jobs, but gentle enough to hold a delicate egg shell firmly.

FEATURES

- 2 1/2" jaw opening to accommodate thick objects.
- 2 1/4" wide jaws.
- 3-point base holds D-vise firmly.
- Spring loaded handle can be positioned out of the way of work.
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- Can be mounted at edge of workbench for working with long stock.
- Comes with detachable soft jaws for protecting delicate objects and fine finishes.
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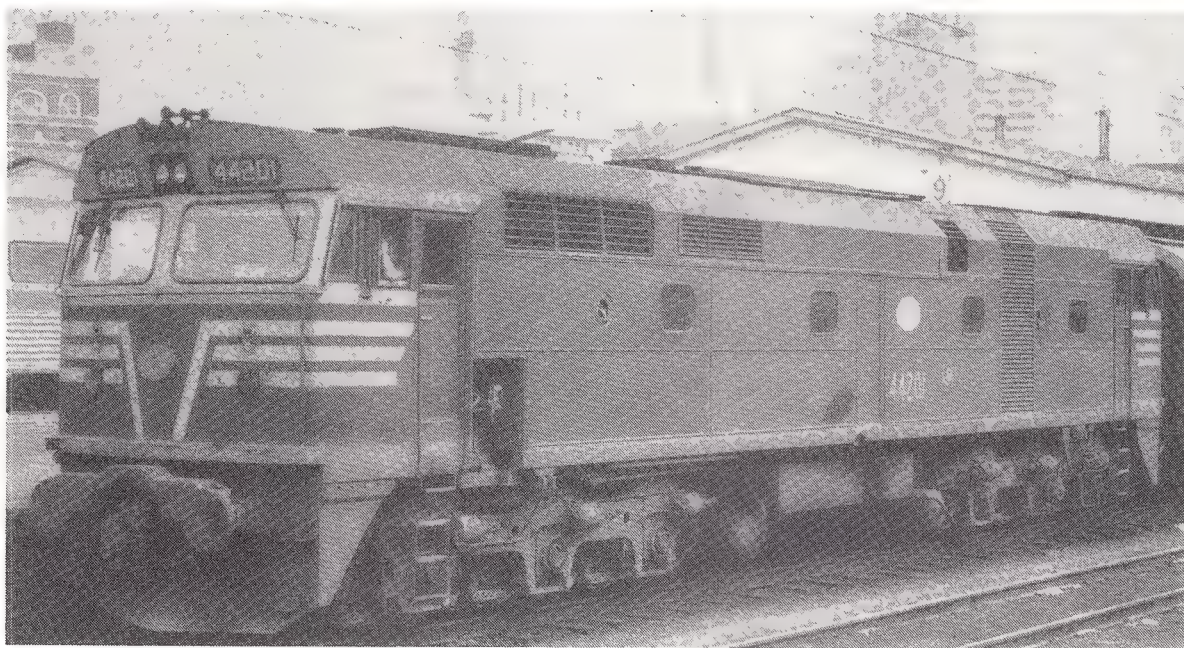


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- D-11 Red Stone Wall (Coursers)
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New! No. 750 4mm scale 9' Wagon Underframe Kits (2) with provision for compensation (no wheels or couplers) ... \$2.00

L.M.S. COACHES

These are all plastic kits that contain finescale detailing to the sides, such as full panelling to the correct depth, bolt-on mouldings, door handles, stops & hinges, grab irons, roof with lamp tops & vents, ends, floor, solebars, underframes, gas cylinder/s, brake gear, buffers, vacuum pipes, Mansell wheels, glazing & Triang type couplers.

NOTE: For modellers who wish to construct their own type of coach, all the mouldings are available separately. (See AMC list series 'W')

L.M.S. ex-MIDLAND RAILWAY 48ft. CLAYTON NON-CORRIDOR EXPRESS CLERESTORY STOCK

5720 All 3rd, 6 compartment, Lavatory, Luggage ... \$9.95

5722 Composite, 3 1st, 3 3rd, Lavatory ... \$9.95

5723 Brake 3rd, 4 compartment, Lavatory, Guard ... \$9.95

L.M.S. ex-MIDLAND BAIN SUBURBAN STOCK

48ft. LOW ROOF

5710 All 3rd, 8 compartment ... \$9.95

5711 All 1st, 7 compartment ... \$9.95

5713 Brake Third, 6 compartment ... \$9.95

5714 Brake Third, 4 compartment ... \$9.95

L.M.S. (L.N.W.R.) 50ft. CORRIDOR ARC ROOF EXPRESS STOCK

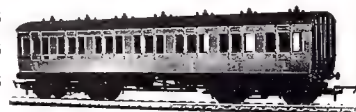
These kits have the same specifications as those above except that brass buffers are supplied. These kits also include dummy corridor connections.

5730 All Third ... \$15.95

5732 Composite ... \$15.95

5734 Brake Composite ... \$15.95

5734 Brake Third ... \$15.95



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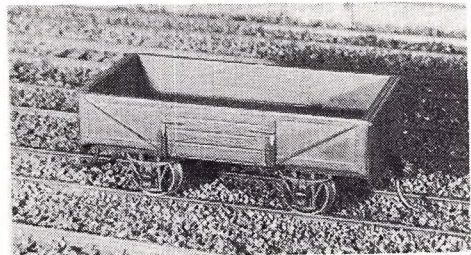
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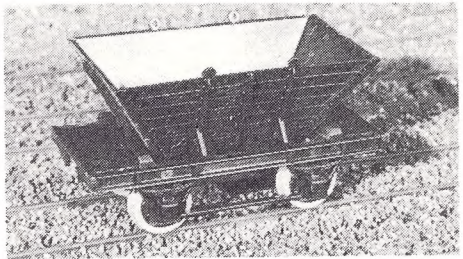
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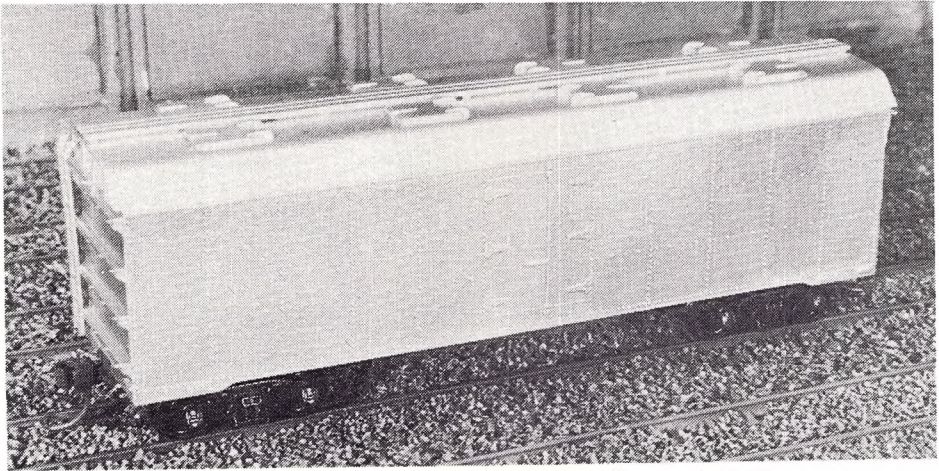


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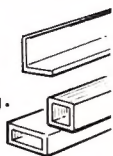
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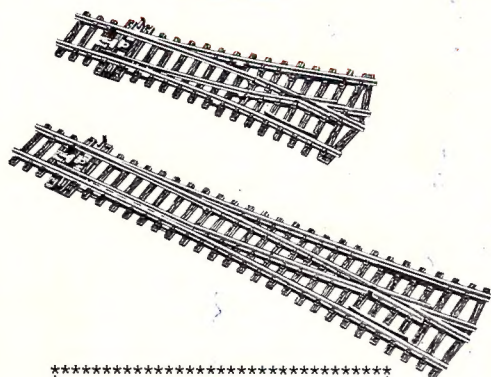
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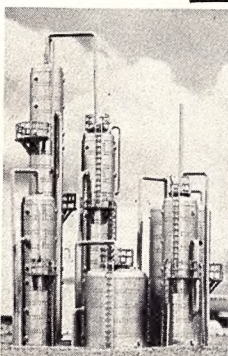
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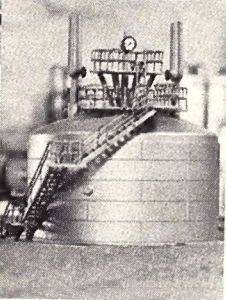
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